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HONG KONG, TUESDAY, AUGUST 6, 1935.

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DIARY OF LOCAL EVENTS

TUESDAY, AUGUST 6

Anniversaries and Holidays.—
Feast of the Transfiguration of
Our Lord.

Cinemas

King's:—"Girls Please."
Queen's:—"The Flame Within."
Central:—"Chinese Picture."
Oriental:—"West Point Of The
Air."
Alhambra:—"G-Men."
Majestic:—"The Winning Ticket."
Star:—"Dracula."

Lectures.—Miss Ora Woodberry,
Wesleyan Church, Caine Road, 8
a.m.

Meetings.—Monthly Football As-
sociation Council, 5.30 p.m.
Miscellaneous.—Rotary Tiffin,
Hong Kong Hotel.

Social.—Kowloon Dock Recrea-
tion Club Wh'is. Drive, 9 p.m.;
Cheero Club Whist Drive, 8.30 p.m.

Sports

Bowls.—Open Singles (Fourth
Round), T. Armstrong v. R. A.
Alves (Kowloon C.C.).

Tennis.—"A" Division, Chinese
R.C. "A" v. Hong Kong C.C.; Kow-
loon C.C. v. United Services R.C.;
Club de Recreio "B" v. Indian
R.C.; Club de Recreio "A" v. Craig-
engover C.C.

Moon.—VII Moon, 8th Day.
Sunrise.—5.58 a.m. Sunset.—7.02
p.m.

Tides.—High at 1.05 and 12.35;
Low at 7.12 and 19.05.

WEDNESDAY, AUGUST 7

Auctions.—Leasehold Properties,
Hughes and Hough's Sales Room, 3
p.m.

Cinemas

King's:—"Girls Please."
Queen's:—"The Flame Within."
Central:—"Chinese Picture."
Oriental:—"Biography Of A Bache-
lor Girl."

Lectures.—Miss Ora Woodberry,
Wesleyan Church, Caine Road, 8
a.m.

Meetings.—K'loon Union Church
Women's Guild, 10 a.m.; Chinese
General Chamber of Commerce,
Monthly Committee Meeting,
Chamber's Headquarters, 2.30 p.m.;
Miscellaneous.—Whist Drive, Sea-
men's Institute, 9 p.m.

Social.—Cheero Club Social
Night; Tombola on board H.M.S.
Tamar, 7.15 p.m.

Sports

Aquatics.—Quadrangular Swim-
ming Gala, European Y.M.C.A., 9.15
p.m.

Bowls.—Open Pairs (Semi-finals),
M. J. Medina and J. Cavanagh v.
S. Eccleshall and J. Shepherd
(Kowloon B.C.C.); Open Singles
(Fourth Round), A. M. Holland v.
E. el Arcull (Civil Service C.C.);
F. Cullen v. A. Hyde-Lay (Club de
Recreio).

Tennis.—"B" Division, University
v. Chinese R.C.; Kowloon C.C. v.
South China A.A.

Moon.—First Quarter, 9.23 p.m.
VII Moon, 9th Day.
Sunrise.—5.57 a.m. Sunset.—7.01
p.m.

Tides.—High at 1.35 and 13.25;
Low at 8.35 and 19.11.

THURSDAY, AUGUST 8

Anniversaries and Holidays.—
Beginning of Autumn (Li-ch'iu).

Cinemas

King's:—"Girls Please."
Queen's:—"The Best Man Wins."
Central:—"Chinese Picture."
Oriental:—"Biography Of A Bache-
lor Girl."
Alhambra:—"Woman In Red."
Majestic:—"The Winning Ticket."
Star:—"Dracula."

Meetings.—Theosophical Society,
Study Class, 8 p.m.
Miscellaneous.—Claims against
the Estate of Sie Kie, due.

Social.—"Get Together," Austra-
lian and New Zealand Association,
Gloucester Building, Rooms 307-8,
Civil Service Cricket Club Whist
Drive, 8.45 p.m.; Whist Drive on
board H.M.S. Tamar, 8.45 p.m.

Sports

Badminton.—St. Andrew's Club, 8
p.m.; Soldiers and Soldiers' Home,
8.30 p.m.

ENEMIES OF THE STATE

Warning Sounded In Germany

(Special to the "Hong Kong Daily
Press" (Copyright).)

Berlin, Aug. 4.

"We know our enemies but we
also know our strength," said Dr.
Goebbels in his opening speech at
the mass meeting at Essen of the
Regional Branch National Social-
istic party, "and if they oppose
us they can be sure we will give
them a difficult time."

The short summer intervals
have now come to an end, and
the struggle begins anew.

It is not this state which is in
danger but a small clique seeking
to destroy it and it is not the
foreign press, but we, who rule in
Germany.

In any case one should not over-
estimate this small clique—we
only need to exert the part of our
power and they would creep back
into their proper places as they
did in February 1933. We would
not tire ourselves pointing out the
danger of this international race to
the German nation and in
future no marriages will be
tolerated between the Germans and
the Jews.

CHURCH QUESTION

Turning to the Church question,
Goebbels affirmed the fact that
the churches are abroad in Ger-
many was due to National Social-
ism having overthrown Bol-
shevism. The Catholic centre
party had been too weak to do so
and did not really want to since
it felt itself closer connected with
the Communists than the National
Socialists.

"We respect every religion's con-
viction with accent on every point,
said Goebbels. May be it is the
Churches' business to impart re-
ligion to youth but it is our busi-
ness to connect them politically.
When the churches found sport
organisations, it is very doubtful
whether this physical training is a
preparation for the world to
come. The youth belong to us
and we will renounce them to
nobody.

There is only one instrument of
political will in a State and that
is our movement. Even if all
Germany were in the National
Socialist's movement it would
still be necessary in order to
keep them so—that the state
tolerates no opposition. With us
the leaders and nation are one
and Germany purified by the
National Socialist revolution
stands firmly, unwavering above
the world crisis.

The old guard who fought side
by side with the Fuehrer will
keep watch over this German
state and the goal we set ourselves
then is immovable. The methods,
however, which we employ to gain
this goal, concluded the minister,
are elastic."

Transocean Kuo Min

POLISH CUSTOMS DENIAL

(Special to the "Hong Kong Daily
Press" (Copyright).)

Warsaw, Aug. 4.

The report that the Polish
Customs frontier had been closed
to all imports from Danzig was
denied in a statement issued on
Sunday by a semi-official Polish
news agency here.

Transocean Kuo Min

Bowls.—Open Singles (Fourth
Round), R. Duncan v. A. Macfar-
lane (Recreio) H. W. Bradbury v.
C. G. Silva (Taikoo R.C.); W. K.
Way v. J. C. Brown (Civil Service
C.C.).

Moon.—VII Moon, 10th Day.
Sunrise.—5.57 a.m. Sunset.—7.01
p.m.

Tides.—High at 2.17 and 14.55;
Low at 10.46 and 19.06.

OLYMPIC GAMES BROADCAST

Tributes Paid By President

(Special to the "Hong Kong Daily
Press" (Copyright).)

Berlin, Aug. 4.

Under the title "Pax Olympica,"
the Olympic games world trans-
mission was broadcast at noon on
Sunday from all German stations
and relayed through numerous
foreign and European overseas
stations to all parts of the world.

The president of the organisa-
tion committee for the 11th
Olympic Games, Lewald, paid tri-
bute to Count Coubertin who
founded the modern Olympic
Games 40 years ago, pointing out
that he had been the spirit of the
sport in all nations of the world
and created a festival at which
the youths of the world would
assemble in eager rivalry, but in
an atmosphere of peace and har-
mony.

Count Coubertin himself then
spoke through the microphone.
After greeting new Germany and
its young leader he outlined the
guiding ideas of his life work.
The modern man, he said, hon-
oured his creator when he developed
his body and served thereby not
only his own interests, but also
those of his race and nation.

Sport has also developed char-
acter and spirit of chivalry. The
Olympic games must be something
more than a sporting contest;
every four years passions and
hostilities in the world ought to
give way to a general truce so
that humanity could assemble in
order to celebrate the festivities
of the most precious possession,
namely youth.

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SEX EQUALITY

Important Victory For Women

Women doctors have won an
important victory for sex equality.
The Post Office has agreed to pay
the women doctors that it employs
on the same scale as men.

This is the last big institution
to succumb.

Assistant medical officers in Post
Office service have been paid from
£280 to £290, while their men col-
leagues received £200 to £260.

In future the scales are to be
£260 rising by increments of £24
to £290 for women and to £280 for
men. The higher maximum is be-
cause men are required to under-
take responsibilities such as
medico-legal work which does not
devolve upon women.

"A GREAT STEP FORWARD"

Dr. G. C. Anderson, medical
secretary of the British Medical
Association, said (writes an Even-
ing News representative):

"Other Government departments
such as the Ministry of Health and
the Board of Education, pay men
and women doctors equally. So do
local authorities and public hos-
pitals. Only the Post Office has
stuck out."

"It has been a very long fight to
obtain the concession, but agree-
ment has been reached at last."
The National Association of
Women Civil Servants regard the
G.P.O.'s capitulation as a signal of
victory and a great step forward
in their demand for equal pay for
women throughout all grades of the
Civil Service.

"EQUAL PAY ALL ROUND"

Miss Dorothy Evans, the secre-
tary, said that while the principle
had been accepted in the case of
women doctors and in some of the
specialist grades, quite a number
of women scientists have recently
been placed on lower scales than
men to conform with the general
rule of the Civil Service.

"It is this rule which we want
to abolish," she said.

"For equal work women should
receive equal pay. And the success
of the doctors will inspire us to
greater efforts."



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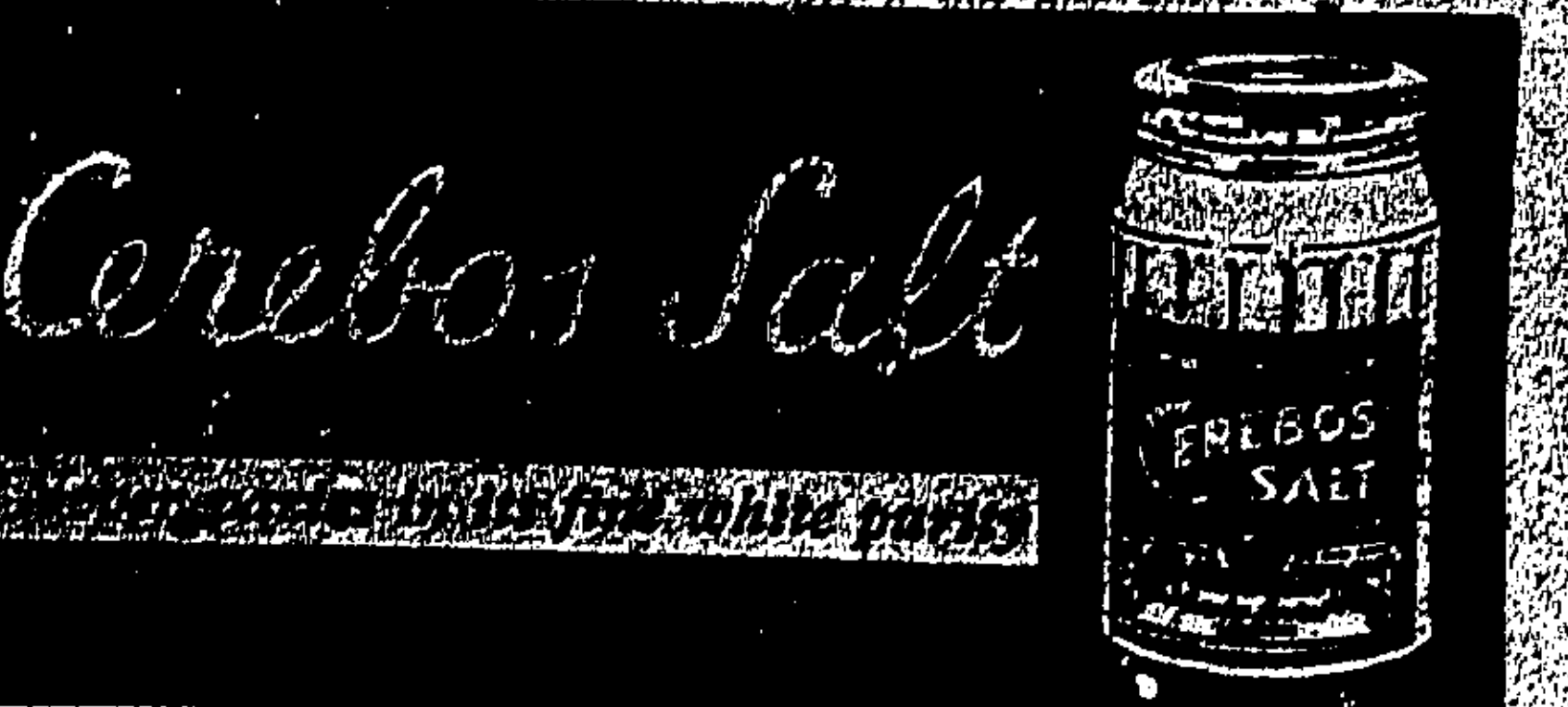
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ON THE ROAD

The Humber Twelve

Engine—Four cylinders, side-valves, three-bearing crankshaft, "cyclonic" induction system down draught carburettor, mechanical fuel feed 10-gallon petrol tank, coil ignition with centrifugal and vacuum control, pump and fan cooling with thermostat-controlled by-pass. Starters rubber mounted, power unit rubber mounted. R.A.C. rating, 11.98 h.p.; tax, £9; bore, 69.5mm.; stroke, 110mm.; capacity, 169 c.c.

Transmission—Borg and Beck single dryplate clutch, four-speed gear-box, all-synchromesh gears, ratios 5.33, 8.0, 13.5, and 19.2, to 1, open propeller shaft, Hardy-Spicer universal, final drive by spiral bevel.

Brakes—Self-energising Bendix duo-servo brakes in 10in. drums, operation by pedal and right-hand lever mounted on dash.

General—Marles-Weller cam and lever steering, frame inswift forward and up swept at rear, cruciform bracing, semi-elliptic "multi-rate" springs, underslung at rear, hydraulic shock-absorbers, automatic dynamo output control, twin screenwipers with silent concealed motor wiper wheels with Dunlop 5.50 by 17i tyres.

Dimensions—Wheelbase 8ft. 2 1/2 in., track 4ft. 3 1/2 in., overall length 13ft. 3 1/2 in., width 5ft. 3 1/2 in., height 5ft. 7 1/2 in., ground clearance 7 1/2 in., turning circle 38ft.

Models and Prices—Saloon, £285; four-door drop-head coupe, £325; Vogue saloon, £335. Makers—Humber, Ltd., Coventry.

SPECIAL FEATURES

This already successful Humber model has been further improved in a number of respects for the current season. Always a lively car with an efficient engine, still more power has been obtained without making the performance rough. To achieve this the camshaft has been modified, and at the same time the pump has been increased in capacity.

Instead of thermostat shutter control a by-pass circuit is now used, ensuring the quickest possible warming up. The cross-braced frame provides a better foundation for the coachwork, while the shifting forward of the power unit gives a better weight distribution and allows better body accommodation without unsightly overhang.

The "multi-rate" springing embodies an extra leaf, which comes into action with full load, and which also stiffens the suspension on bad surfaces.

Not the least notable improvement is the use of an all-synchromesh gear-box, with which the free-wheel is no longer fitted, being regarded as unnecessary.

Then the front compartment is relieved of the hand brake by mounting this beneath the dash on the right. The result is that the driver may enter from either side. Body dimensions have been increased, an effective ventilation of bodies evolved, all of which are notable for their pleasing lines.

ALL-ROUND MERIT

The model tested was the standard saloon, which provides ample accommodation for four, and with the centre arm folded back the rear seat will accommodate five.

The floor is low, and although there are footrests at the rear they are shallow and offer a sloping footrest to the rear passengers. Head room has not been sacrificed for a low roof line, yet the lines are modern and smart without being extreme.

Humber engines are made to close limits, and hence are not at their best for a considerable mileage, but even a car barely run-in gives an immediate impression of power and life.

In traffic the car is handy by reason of its moderate dimensions, and also because it gets into its stride so promptly. Then the gears—all being of the constant-mesh type—are quiet, and all having synchromesh engagement they are very pleasant to handle. The change is also a reasonably quick one.

There is little in the running of the engine to remind the driver that it is a four and not a six. It does not get away quite so smoothly from a low speed on top gear, but as the speed increases the smoother the engine becomes and at ordinary cruising speed it is hardly to be distinguished from a six.

The car runs very sweetly at 50 m.p.h. or so, and holds this speed without difficulty in a five-and-

take road. Higher speeds are reached without difficulty, and the car is definitely fast for a twelve, 75 m.p.h. being possible, although the makers modestly claim 70 m.p.h.

The speedometer we found exceptionally accurate, being the first tested for a long time, which actually read a trifle low. From a standing start 20 m.p.h. was reached in 6.1sec. 30 m.p.h. in 11.3sec., 40 m.p.h. in 15.1sec., and 50 m.p.h. in 25.2sec.

ACCELERATION

Acceleration from 10 m.p.h. on the various gears was as follows:

Speed.	Gears	Top.	Thrd.	Second.
10-20	1st	6.7sec.	4.6sec.	3.1sec.
10-30	2nd	13.8sec.	8.8sec.	—
10-40	3rd	18.9sec.	14.1sec.	—
10-50	4th	29.8sec.	—	—

On the second gear about 23 m.p.h. is the limit and on third about 40 m.p.h.

Steering is very light, but free from wander, while the brakes are excellent. The hand-brake position is very convenient and as it operates all four sets of shoes it is a really useful brake, and not for parking only. The driving position is comfortable, vision is good all control comes nicely to hand, and altogether this is a car easy to handle yet pleasant to drive, and most satisfactory from the passengers' point of view.

THE CAR

Is More Than A Vehicle

Whether or not the heavy taxation on cars and their use has any influence on the matter, the fact remains that in this country we have always regarded cars as much more than a mere means of getting from place to place, writes a correspondent in the "Daily Telegraph." As a sport and pastime, motoring has a following which is growing at an even faster rate than the number of car-owners.

And there are so many sides to the sport. There is not merely the growing interest in motor racing. That humbler competitive side in which quite normal people can enter is spreading like wildfire—more rallies, trials, hill climbs, reliability runs every year. There are more clubs; the total at the moment of motor clubs large enough to claim affiliation to the R.A.C. is 65.

NEW CONCOURS RULES

Another popular form of competition is the Concours d'Elegance, or, more properly, the coachwork competition. These when first imported from across the Channel were purely beauty shows, in which nothing but outward appearance counted, and the prizes automatically went either to the costliest or the most extravagantly shaped or coloured car. The Society of Motor Manufacturers took matters in hand, and regulations were evolved which have turned these Concours into more interesting and more useful affairs, which are having considerable influence on car design.

Appearance—design and colour—counts now for no more than 30 marks in 100. Comfort, of both driver and passengers, counts for 20, condition inside and out for 10, and general arrangement, which includes good conditions for driver's vision, interior convenience, ease of ingress and egress, luggage-carrying and tool accommodation—for 35, while five marks are allotted at the discretion of the judges for special "gadgets."

"This has put an end to prize-winning by freaks and has given the ordinary private owner a chance. Indeed, it is quite usual nowadays for prizes to be won by standard cars with standard bodywork. Specimens of the new small Morris cars, for instance, won prizes at Bexhill and in the Scottish Rally, and standard Rover and other cars won in the R.A.C. Eastbourne Rally.

SILVER JUBILEE GALA

This month there is a spate of Concours d'Elegance. Of special interest to London is one being organised by the Women's Automobile and Sports Association in aid of King George's Jubilee Trust.

MOTOR JOTTINGS

MOTORIZING IS LORD NUFFIELD'S NEW POLICY SAFER

Fewer Accidents

All the talk we have been hearing lately about traffic accidents is enough to make the average motorist afraid to take his car on to the road, and to stop prospective first-time buyers of cars from going near a motor agent's premises, writes a correspondent. One would imagine that motoring has become an increasingly hazardous method of travel of late years, whereas actually it has become and is still becoming safer and safer.

Safety in motoring cannot be judged by the number of people killed and injured on the roads from week to week, or from year to year, unless account is taken also of the number of cars in use.

Unfortunately there are no statistics showing the aggregate annual mileage of all the cars licensed and in use. But it must be immensely greater than it was two or three or more years ago, and the increase must be far greater in proportion to the increased number of road accidents.

The R.A.C. records of accidents reported by members under the Club's "Get You Home" scheme have shown for years past—with the exception of one year—a progressive decrease in the percentage of accidents relative to membership; and there is no reason for assuming that members of the R.A.C. are more immune from accident than non-members. Moreover, comparison of official statistics of road accidents and cars licensed shows that the percentage of accidents has decreased. To the individual car owner motoring is safer, much safer, than it ever has been.

TESTS FOR MECHANICS

Some while back I referred here to the arrangements made by the Institution of Automobile Engineers to enable qualified entirely in the hands of semi-skilled mechanics whose knowledge is superficial.

There can be little doubt, the letter states in a subsequent paragraph, that in a few years' time all enterprising motor traders will hesitate to engage mechanics who are not properly qualified, and, indeed, with a view to engendering public confidence will cite the number of I.A.E. certificated mechanics employed as a measure of the proficiency of their repair and service organisation. Morris distributors with whom the matter has already been discussed have expressed their willingness to pay the test and examination fees—approximately 25s in the case of eligible applicants from their works—and all other Morris distributors are urged to appreciate the useful purpose to be served and to offer similar encouragement to their technical staffs.

HAVOC FROM DUSTSTORMS

In a recent issue of an American journal published in the interests of industrial motor owners are described the amazing effects upon motor vehicles of duststorms that swept over the Middle West of America, an area representing thousands of square miles.

Engines were worn out, it is stated, after a few miles running, owing to the abrasive effect of the sand-like dust that entered the crank chambers through the breather pipes and through the carburettor air intake when and where air cleaners were not fitted. One truck owner reported that he found a layer of sand over

It is called the Silver Jubilee Gala, and is to be held at Hurlingham on Sunday, July 14. It is confined to private owners; there are 28 classes, and the entry fees, which range from 15s 6d to £2 2s, include admission, lunch and tea for the entrant. Entries are open until Saturday next.

The same week-end Ramsgate is holding its fifth annual Concours, together with a rally of the Veteran Car Club, while the most successful of all these annual competitions, the Eastbourne Concours, now in its sixth year, will be held on July 24. A feature of the latter is special classes for drophead coupes and for cars owned and driven by women.

Lord Nuffield recently issued a statement giving further explanations of the new arrangement, which comes into operation on Monday. The new arrangement, he says, will be a definite strengthening against foreign competition and will have a beneficial influence on traders handling either separately or collectively, Morris, Wolseley, and M.G. cars. As has already been announced, Wolseley Motors (1927), Ltd., and the M.G. Car Company, Ltd., have been acquired by Morris Motors, Ltd. Lord Nuffield says:

The Wolseley car and M.G. car will definitely retain their individualities. Each factory, while benefiting from the results of centralised research development and control, will continue to be a separate unit with its own sales service, advertising, welfare, and other complementary departments.

Mr. L. P. Lord, managing director of Morris Motors, Limited, becomes the managing director of the whole group. The Wolseley factory at Birmingham will have as director and general manager Mr. W. M. W. Thomas, and the M.G. Car Company, Ltd., will continue with Mr. C. Kimber as director and general manager. The present models that are made by the Wolseley Company—the Wasp and the Hornet—are being continued, and there will shortly be introduced a new 14-h.p. car, a development of the present type. All these models will remain in production without break and will be the

4in. deep at the bottom of his engine's crankcase when it was dismantled after a few hours' run!

Abrasion, too, accounted for stripped gears in rear axles and gear-boxes that were not literally dust-tight. Brake linings were cut away from their shoes and brake drums.

Special cars are seldom built for racing purposes in this country, and when they have been the result has not always been successful. The British policy is sane inasmuch as more or less standard types of sports cars are used, but not many years ago even this was not considered necessary, and abstention from all forms of competition was considered the sane course by the majority of British makers.

One hesitates, therefore, to describe abstention from racing of the Grand Prix type as essentially wise. Conditions have obviously changed in this respect, and if foreign and much less prosperous industries deem it wise to build Grand Prix cars there seems a good case why we should do the same.

The expense of this form of racing is admitted, but there is no doubt of the prestige it confers, nor of the incentive to progress it provides. For that reason it would not seem unreasonable if participation in Grand Prix was on a national basis. That is, the industry as a whole would associate itself with an effort to produce a Grand Prix type to represent Britain.

CAMSHAFT DRIVES

Chain drives for camshaft and dynamo are very widely employed, although gear drives are favoured by many makers of cars of the more expensive types. The latter may seem more mechanically correct, but on the other hand the modern chain drive is extremely reliable.

Stretch is negligible, and automatic tensioning devices have proved satisfactory, while it is very simple to mount the dynamo so that it may be swung about one of its flange bolts to vary the chain tension.

It Was A Swindle

In a Christmas raffle a Scotsman took a sixpenny ticket for a pony and trap, which he was lucky enough to win.

All his friends thought he would be overjoyed at this good fortune, but when the pony and trap were taken to him, all he did was to walk round surveying them with a gloomy face. At last he turned to one of his friends and said: "I told ye the whole thing was a swindle." "Why, what's the matter?" asked the other. "Well," demanded the Scotsman, "where's the whip?"

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OHUZENJI (Nikko) LAKE SIDE Hotel	KYOTO — KYOTO Hotel Miyako Hotel Kyoto Station Hotel	NIKKO — KAMATA Hotel	TOKYO — INTERNAL Hotel Mitsui Hotel Omori Hotel Tokyo Railway Hotel
KAMAKURA — KAMAKURA Hotel	MATSUBARA — * PARK Hotel	OSAKA — DANRYU Hotel Hotel New Osaka Osaka Hotel	UNZEN — KURUMI Hotel YUNO Hotel SHINKU Hotel YOKOHAMA — Hotel New Grand
KAMIKOCHI (Japan Alps) * KAMIKOCHI Hotel	MIYAJIMA — MIYAJIMA Hotel	OTSU (near Lake Biwa) Hotel Lake Biwa	
KANUZAWA — * KANUZAWA Hotel * MIKASA Hotel	MIYANOSHITA (Hakone) FUTABA Hotel	SAPPORO — SAPPORO Grand Hotel	

IN TAIWAN (FORMOSA)

IN CHOSSEN — * HELLU * HELLU Hotel	TAIPEI — TAIPEI Hotel	IN MANCHURIA — HOTEN (Mukden) YAMATO Hotel
KELJO — * KELJO Hotel	HSINKING — YAMATO Hotel	BYOJUN (Port Arthur) YAMATO Hotel

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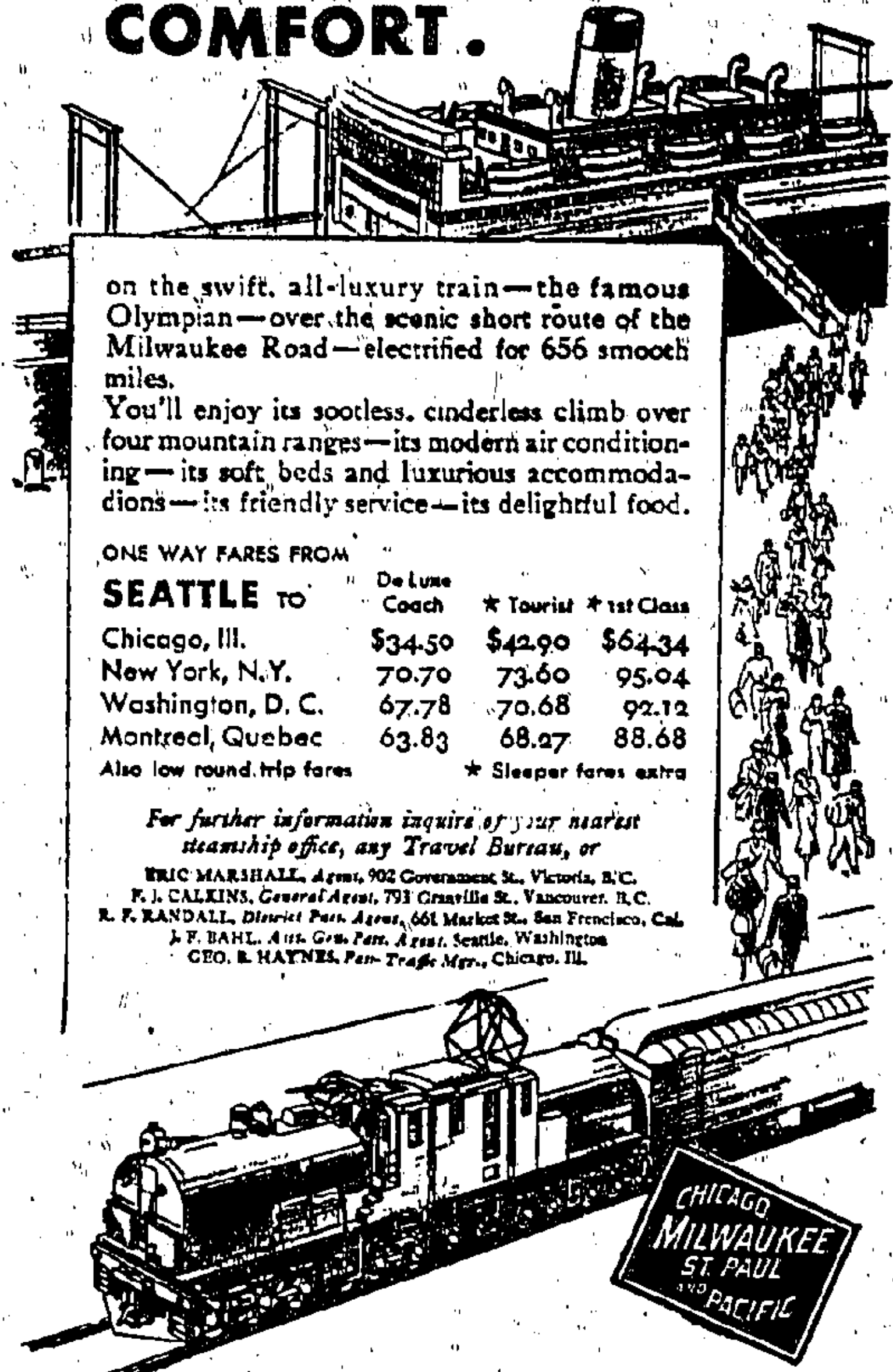
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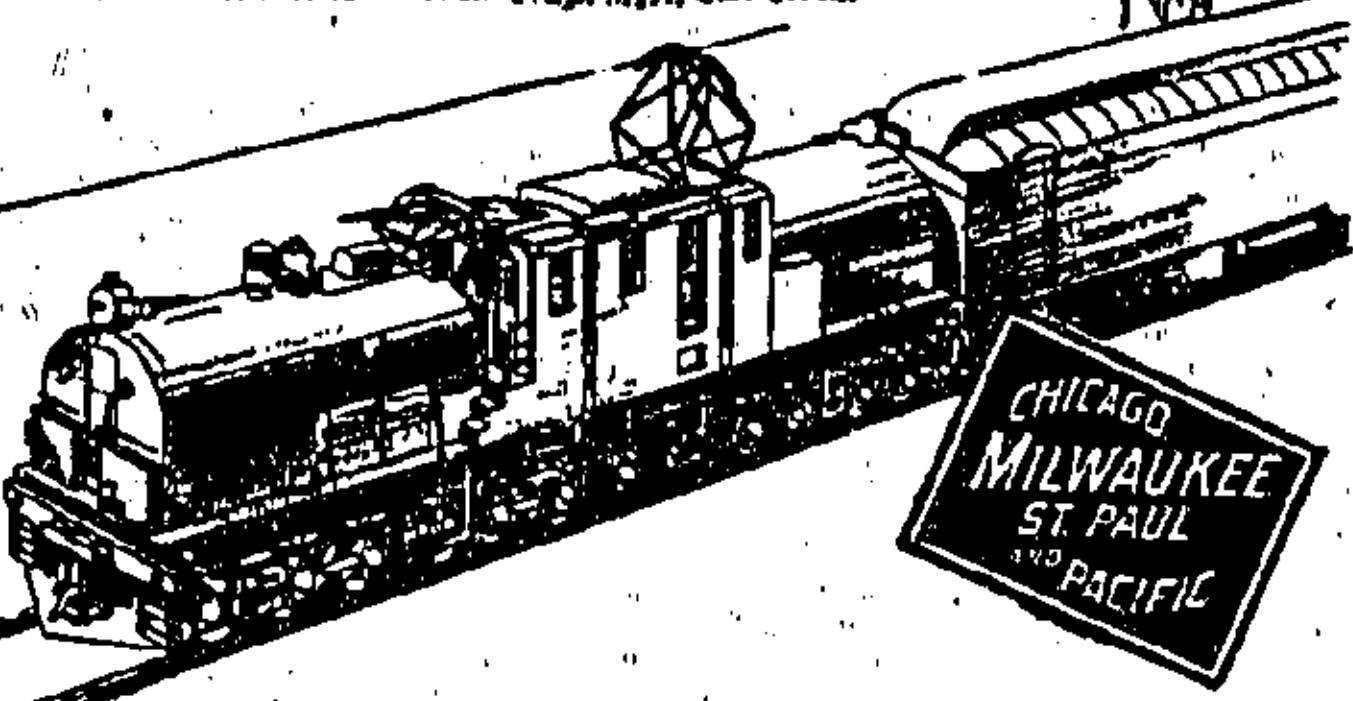
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NEW MORRIS CARS

Four Big Models

To-day there are available four new 6-cylinder Morris models. The engines are of 16, 18, 21, and 25 nominal horse power, and each model of chassis can be had with saloon or coupe body.

The new Morris cars are five-seater models which break away from the hitherto accepted styles of large-scale British car manufacturers, their appearance bespeaking rather the expensive type of motor body. At the same time, the firm have not exaggerated the modern shape and dignity and good taste are preserved. Sweet running of the engines is helped by rubber mounting; the pedals are held on the frame further to reduce vibration; and steering shocks are minimized by a rubber-insulated spring steering wheel. The power is transferred by a single-plate clutch running in oil to a three-speed synchromesh gearbox, which has a dipstick oil-level indicator. The balanced tubular propeller shaft has needle-type universal joints, and the axle is of the three-quarter floating type. Considerable care, it is stated, has been taken in planning the cars to give the best view from every seat and safety under all conditions. Narrow body pillars, with a wide windscreen sloped to reduce air resistance, help the driver's view.

GENEROUS EQUIPMENT

A low centre of gravity (without detracting from head room) has been aimed at, so that these models may sit down well on the road. All passengers are seated within the wheelbase, which is correct. Braking is by the improved Lockheed hydraulic system, and the drums have special provision against the ingress of water. The built-in direction indicators are worked from the centre of the steering wheel, and a warning light, which shows when they are in use, is fitted. The front adjustable seats have pneumatic backs to give adequate support where it is required. Draughtless ventilation is provided by extractor-type front-door windows with protecting louvres; the quarter lights are hinged; the windscreen is hinged at the top; and there is a scuttle ventilator.

Morris cars have always been generously equipped, and these new models are no exception to the rule. There are built-in hydraulic jacks, workable from the inside of the car, which lift the machine completely off the ground or either the two front or the two rear wheels. In addition to the usual five-lamp lighting equipment, there are twin fog lamps and tuned horns. The instrument panel is well arranged, and the large speedometer has the 30 mark boldly picked out. Twin windscreen wipers are included. On saloons luggage room is behind the back seat, and with the coupe a luggage trunk at the rear gives an attractive finish to an exceedingly smart body. A wide choice of colour schemes is available for all models.

The prices of these new Morris Big Sixes (Series II) are as follows:—Sixteen or Eighteen saloon with fixed head, £250; with sliding head, £265; coupe, £335. Twenty-One or Twenty-Five saloon with fixed head, £285; with sliding head, £280, coupe, £350.

KING'S REGIMENT

Liverpool, June 23.

The first and most important of the ceremonial events arranged in Liverpool this week to celebrate the 250th anniversary of the formation of the King's Regt. (Liverpool) took place this evening, when the 2nd Battalion of the regiment, which arrived from Devonport on Sunday evening, marched through the city to Sefton Park, there to perform the imposing ceremony of trooping the colour.

The event was witnessed by a vast crowd of people. Lieut.-Col. Short commanded the troops.

Lord Derby, Lord-Lieutenant of the county, took the salute, supported by Gen. Sir Charles Harington, colonel of the regiment, who had returned from India specially for the celebrations, and the Lord Mayor of Liverpool (Ald. Richardson).

After the ceremony Lord Derby entertained the non-commissioned officers and men to dinner at St. George's Hall, and the officers were the guests of the Lord Mayor at a banquet in the Town Hall, followed by a reception and dance.

BRITISH BANK ORDERED

To Pay German's Losses

Mr. Justice Goddard decided in the King's Bench Division, London, that Lloyds Bank must be held liable for the losses suffered by two German Jews through the action of a former manager of the bank's Brompton Road branch.

A sum of approximately £60,000 was said to be involved, but in view of certain circumstances no sum was mentioned in the judgment. Leave to appeal was granted.

The action concerned certain bills of exchange and the insurance to cover them in the event of their not being met.

The plaintiffs were Max Friedlander, Berlin, and his son, Mr. Hans Friedlander, Stettin, who alleged negligence and breach of duty by the bank in connection with parting with documents which were lodged at their Brompton Road branch in London.

BANK'S DENIAL

The two plaintiffs claimed a declaration that they were to be indemnified by the bank against the non-payment of any of the bills endorsed to them, and against any loss arising from the bank's alleged negligence and breach of duty.

The defence was a denial of the allegations.

Mr. Justice Goddard gave judgment in favour of the plaintiffs and granted a declaration that Messrs. Friedlander were entitled to be indemnified by the bank against any loss they may suffer owing to the non-payment by either the acceptor or the drawer of the bills of exchange.

He pointed out, however that, as the bills did not fall due until August, he did not know whether any money could be obtained from a German by the name of Otto Brinkmann, and therefore did not fix any sum to which Messrs. Friedlander would be entitled.

In his judgment, Mr. Justice

Goddard said that the Messrs. Friedlander were Jewish subjects. In view of the disabilities to which Jews were subjected in Germany at present, the elder plaintiff was desirous that his son should start business in another land. He wished to transfer some of his capital to America and obtained the permission of the Government to do so.

EX-MANAGER'S ACTION

A German company controlled by Brinkmann was manufacturing certain articles for an American company. Eight bills of exchange were drawn for 1,250,000 Swiss francs by the German company and accepted by the American company. These bills were payable at the Brompton Road branch of the bank, and Mr. Max Friedlander agreed to discount these and put up the necessary money, but stipulated that the bills should be insured by a Lloyd's policy.

"He apparently thought," said his Lordship, "that he was covered by a Lloyd's policy but, in fact, he was not, and all he had was a ten per cent. cover by the Anglo-Marine Insurance Company and a Lloyd's broker's cover-note for reinsurance of the remaining 90 per cent."

His Lordship criticised the conduct of Mr. Evans, the then manager of the Brompton Road branch of the bank, pointing out that he had received "presents" in connection with the transaction from Brinkmann and another German named Vitse, and that he parted with the documents to Brinkmann without satisfying himself that Mr. Max Friedlander was covered by a Lloyd's 100 per cent. policy.

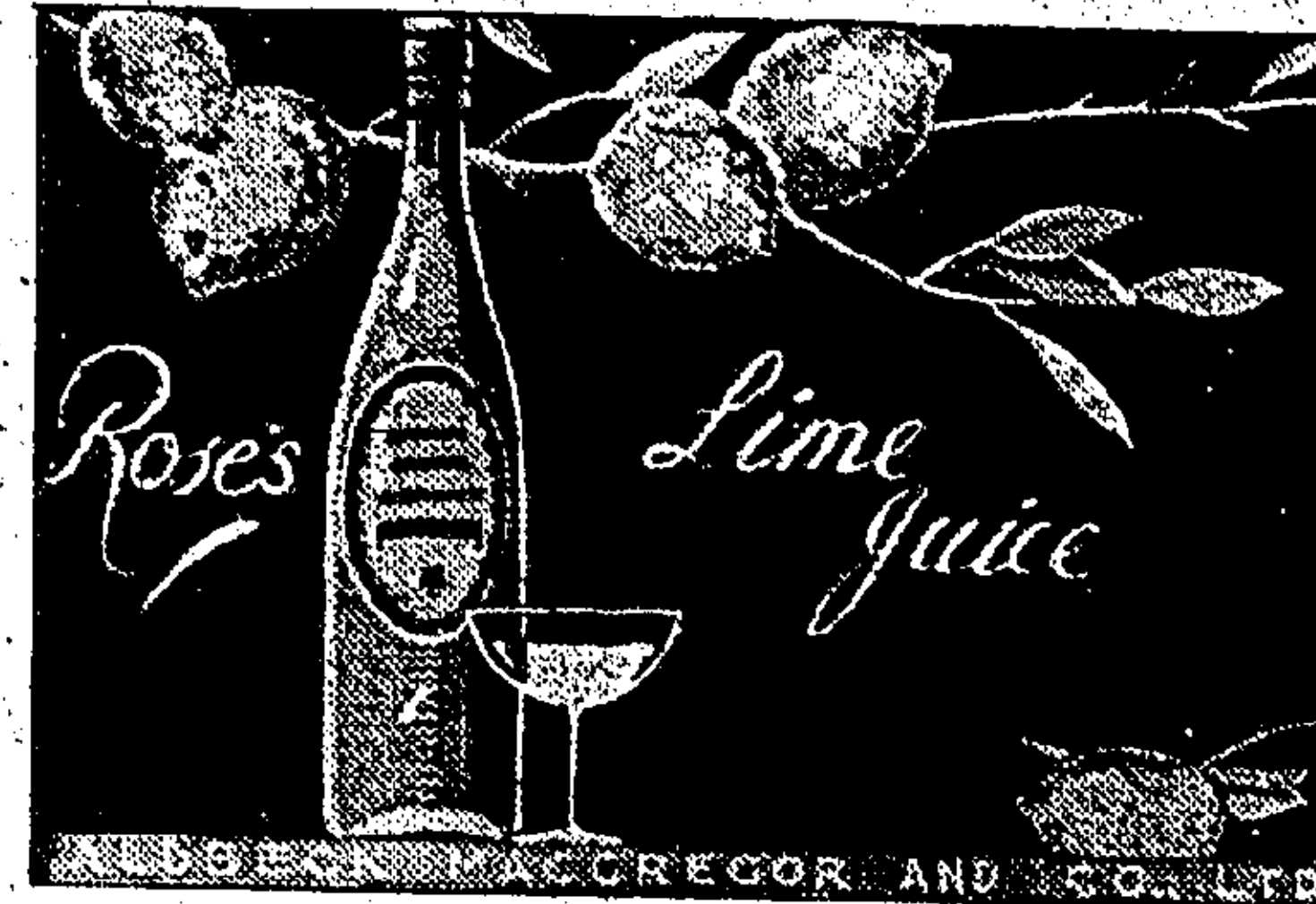
"Mr. Friedlander," the Judge added, "and also his son have apparently lost their money and I must hold the bank liable on account of the act of their manager."

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CINEMA TRADE NOTICES

GIRLS PLEASE

Sydney Howard gives what must be considered the greatest performance of his screen career in "Girls Please", which is now at the King's Theatre. In the role of Mr. Tramplesure, deputy head-mistress of a girls' finishing school, Sydney has the widest possible scope for his drolleries. His comedy style is as deliberate and unforced as ever, and he delivers his laughs from his own rich characterisation rather than from slick turns of speed or breath-taking escapades. Howard's performance reaches its high spots when he dons the matronly clothes of a gin-drinking head-mistress, and when he visits a local taproom and orders a mysterious drink known as a clothes-brush. These sequences will convulse any audience.

In the main the story is concerned with Sydney's wiles to outwit a lovely new pupil who intends to elope, and from start to finish the battle of wit is punctuated with laughs that are as hearty as they are spontaneous.

Jane Baxter is the eloping girl, and Edward Underdown is her fiancé. They are helped in their romantic schemes by Muriel Forbes, who masquerades as a sizzling young French mistress with had effects on Sydney Howard, and Neva Carr-Glynn, who shares Howard's gin when she calls at the school disguised as a new inspector.

Others prominent in the cast are Peter Gawthorne, Lena Halliday, Sybil Arundale, and Edna Earle.

THE FLAME WITHIN

At last Ann Harding comes to the screen in the type of role that won her fame on the legitimate stage. It was in a highly dramatic production that the New York critics hailed her as another Bernhardt, a young Buse, but as the result of an early screen success in a light comedy-drama role she almost invariably has been cast in such parts.

In "The Flame Within", however, which is on bill at the Queen's Theatre she portrays a highly emotional part, that of a noted psychiatrist. It is drama, vital, absorbing drama every step of the way.

Sharing honours with the blonde cameo beauty is Herbert Marshall, who is seen as her leading man for the first time. Marshall is the handsome, capable doctor who seemingly always had been in love with the youthful psychiatrist.

Maureen O'Sullivan as a neurotic girl, proves that her fine performance in "The Barretts of Wimpole Street" was no accident. She actually surpasses that portrayal in this story, which was written and directed by Edmund Gould.

A newcomer to the screen, Louis Hayward makes his motion picture debut as the likeable ne'er-do-well who becomes involved in two love affairs. After seeing him in this screen play it is not difficult to understand why he was awarded the Varsity Fair medal for the best stage performance of the year in one of Noel Coward's plays.

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GIRLS PLEASE

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KING'S:—
"Girls Please"
QUEEN'S:—
"The Flame Within"
ORIENTAL:—
"The West Point of The Air"

Kowloon

ALHAMBRA:—
"Q-Men"
MAJESTIC:—
"The Winning Ticket"

Coming

KING'S:—
"Folies Bergere"
QUEEN'S:—
"The Best Man Wins"
ORIENTAL:—
"Biography Of A Bachelor Girl"
MAJESTIC:—
"Clive Of India"

A YEAR AFTER THE PURGE

June 30 As A Landmark

On July 30, 1934, the revolutionary period of the "Third Reich" was brought to an end by the dispersal of the "SA," or "Brown Shirts," and the massacre of their leaders.

It was the "Brown Shirts" who had given the National Socialist movement its enormous driving force and its organised power. It was they who, when the burning of the Reichstag in February, 1933, gave the signal, began the general, terroristic offensive against the partisans of the Weimar Republic. The offensive was completely successful, and in a few days the "Third Reich" (as the National Socialist Dictatorship called itself) was established in unchallenged power.

The rest of the year 1933, and the first half of 1934, was a period of consolidation. Other revolutionaries have seized power, and have ruled without changing the everyday life of the people, or they have changed the whole structure of society amid armed upheaval that has imperilled the very success of their revolution; but the Nazis accomplished everything in the brief space of sixteen months without encountering a single serious obstacle (except that they failed to establish their regular domination over the German Protestant and Catholic Churches).

LEFT PRESSURE
And yet not all of them were satisfied. Their militants wanted a social order very different from the one that had been established by June, 1934.

There were, it is true, much nationalism, but of Socialism there was not a trace. Capitalism was as strong as ever, the banks still existed, so did the Jewish department stores; the rich were as numerous as they had been before, and not less powerful, while the poor were, if anything, poorer.

The classless, socialistic, militarised Pan-German commonwealth dreamed of so ardently and romantically, was not there, though it was this that the militants—who made up the bulk of the Brown Shirt army—had striven with such fanaticism, and for so many years.

But Hitler, Goebbels, Goering, and Himmler (Himmler was head of the Secret State Police) had decided that the days of revolu-

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WINNING TICKET

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NEXT CHANGE "CLIVE OF INDIA" WITH RONALD COLEMAN

tion must come to an end, and that dissatisfaction might lead to treason. In any case, the Brown Shirts, having fulfilled their purpose, were no longer needed.

THE NEW ORDER
The Brown Shirts, having been dispersed and deprived of their leaders, were gradually reduced to insignificance. Until June 30 they had dominated the Third Reich. Since that day the Third Reich has been, and still is, a State dominated by Hitler, by the de-revolutionised machine of the National Socialist Party, by Dr. Schacht, and by the Army (which is largely under the control of the old officers).

The Brown Shirts, whose uniform used to be conspicuous everywhere, have almost disappeared—the uniforms of the expanded army, especially of the newly created air force, have taken their place.

Unemployment—reduced somewhat by the "spread" of work and by the internal boom, has nevertheless remained intractable as a problem. And now even the pace of rearmament has been arrested by financial stringency, and the internal boom is coming to an end.

FOREIGN AFFAIRS
In foreign affairs Hitler has shown himself realistic and far-sighted. The ultimate aim of German national policy—the union of the German-speaking peoples in a "Greater Germany" ("Grossdeutschland") that will hold the hegemony of the European mainland—is still far from fulfilment, but the foundations of that hegemony are being laid.

Time, the general situation, and Mussolini are playing into Hitler's hands. Hitler has plenty of time, for, although an open financial crisis may come before long, he is not menaced by political disruption or by any effective opposition at home or the hostility of any of the Great Powers.

There are some faint symptoms of working-class resistance, but terrorism, at least as frightful as in the first few months of the Dictatorship (although it no longer shocks the civilised world as it did then) stifles every vestige of even embryonic political opposition in blood and tears.

The persecution of the Jews is as ruthless as ever. They have been eliminated completely from public life, and are subjected to an ever tighter strangulation in their private life, so that for the younger generation of German Jews there is no hope except in Palestine.

Except that National Socialism has, even now, failed to impose its will on the Protestant and Catholic clergy, it has triumphed over all other opponents and rivals. The completeness of its victory is unprecedented and so, perhaps, is the emptiness of that victory.

THE BEST MAN WINS

"The Best Man Wins", Columbia's thrilling comedy-drama starring Edmund Lowe and Jack Holt as a pair of care-free, fun-loving deep-sea divers will open a three-day engagement on Thursday at the Queen's Theatre.

Featured as the pert and pretty young lady in the leading role is Florence Rice with Bela Lugosi in the role of the wily, sinister "Dr. Boehm", mad scientist and gem smuggler.

Erle Kenton directed "The Best Man Wins" from a story by Ben G. Kohn, while Ethel Hill and Bruce Manning adapted it to the screen.

EUROPE'S AIR SERVICES

A Plan For Reform

L.M. Bor che is the distinguished French authority on air transport. He is the editor of "L'Aéronautique", a vice-president (as Government Director) of the French national company Air France, and, in his capacity as rapporteur of the Air Transport Co-operation Committee of the League, was the author of the report on the "Economics of Air Transport." The suggestions made in this article for the reform of European aviation are put forward in his private capacity.

The total transport effected in a year by commercial aviation in Europe would be equalled by sending daily from London to Manchester and back a single train of seven or eight ten-ton trucks. To obtain this result 800 pilots and 500 aeroplanes are employed at a cost of £20,000,000 francs (£5,500,000 at present rate of exchange) in direct subsidies and at least 150,000,000 francs (£2,000,000) more in other State contributions. An hour and a quarter of flying is done daily on the average by each pilot and aeroplane with total receipts of 2,750 francs (£37) an hour, of which 2,100 (£28) comes from the State and 650 (£9) from customers.

Contrast this with the position in the United States. According to a calculation made by the Federal Aviation Commission recently, the companies carrying the air mails on internal American air routes could balance their accounts if they were so paid for postal transport that the State neither gained nor lost on the transaction and were given between them a subsidy of \$7,000,000 (£1,400,000). These air services cover 50,000,000 miles a year, three times the mileage of the whole of the European air transport system. Thus commercial aviation could exist in the United States on a subsidy, if fairly distributed, of 1.35 francs a kilometre, or about 7d. a mile, while rendering to the community the undeniable service of an enormous acceleration of mail transport.

Europe as such—does not yet possess a commercial aviation service worthy of the name. The present system is so artificial, its activity so seasonal, and its clientele so restricted (apart from the Paris-London route) that it could disappear to-morrow without out in a thousand of the taxpayers who support it noticing the loss.

UNECONOMIC SUBSIDIES

What is needed in order to effect radical improvement? I submit that one single step is necessary and would be sufficient—the placing of the whole of the European system of air transport under a single super-national authority; in other words, the internationalisation of commercial aviation in Europe.

Is internationalisation technically necessary? It is not. But it would permit of great technical economies. Centralisation under a single authority, together with a rational devolution from that authority, would certainly greatly increase the possibilities of useful or intensified activity for the same expenditure. But for political reasons, a "denationalise" ad-

Paraphrasing is offering two splendid hand-knitted decanters for the best recipe for a drink to be known as the Abyssinian cocktail. Obviously Italian vermouth must be used, but the choicer of the most appropriate other ingredients will receive the prize.

Abyssinia later!

THE DIVORCED WOMAN

Commands Respect

The typical divorced woman tends to be intellectual. Her personality lacks the element of sweet femininity, but commands respect for its rugged strength, self-sufficiency and detached tolerance.

This is the conclusion of a comprehensive research recently carried out in America.

Personality characteristics of happily married, unhappily married and divorced persons were investigated, states "Character and Personality," an international psychological quarterly.

The tests were administered to 346 married couples and to 116 divorced couples. These were the results:—

Happily Married Men

Outstandingly co-operative; emotionally stable; conservative and cautious, though not lacking in initiative; object less to being told what to do; react better to discipline, are more amiable and placid than the other male groups.

Unhappily Married Men

Are more prone than the divorced to indulge in argument; are restive, indecisive, moody and exclusive. They lack positiveness, stout-heartedness, ambition. They show restlessness of attitude in their greater liking for change from place to place, for outside versus inside work, and for the occupation of railway conductor.

Divorced Men

Lacks tolerance and sympathy; is self-willed and restive under discipline, is self-sufficient, self-confident.

Happy Woman

Is gregarious, fond of people and not very self-sufficient, is emotionally stable and well-balanced; more docile than aggressive.

Unhappily Married Woman

Is the most neurotic, indecisive and unmethodical of the groups; although not especially intellectual, she has considerable interest in literature and music; lacks the warm sympathy and emotional balance of the happily married woman.

Divorced Woman

I more self-assertive, more ambitious and less docile; is an individualist, little moved by sympathy and little interested in schemes to enhance social welfare; tends to be intellectual and unmercenary; her personality lacks sweet femininity, but commands respect for its rugged strength, self-sufficiency and detached tolerance.

A Competition

It has been suggested that, in view of the great tension between Abyssinia and Italy, the situation might be relieved if attention were paid to the lighter side of the dispute. In this connection, in

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Robert MONTGOMERY

Biography of a Bachelor Girl

EDWARD EVERETT HORTON EDWARD ARNOLD UNA MERKEL

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FOLIES BERGERE

Maurice Chevalier has his first dual role as star of "Folies Bergere." Century's lavish picturization of the famous French musical comedy institution, which comes to the King's Theatre on Friday.

Chevalier plays both Charlier, the gay, straw-hatted, singing star of the Folies Bergere, and the bemused French Baron Cassini, noted for his amorous escapades. Thus, the personable French actor is both the hero and the "heavy," of this Darryl F. Zanuck production.

No trick photography was required, however, as Maurice never meets himself face to face. As the star of the Folies Bergere, Charlier gives an impersonation of the Baron. It is so good that when the Baron secretly flies to London to raise a loan to cover bank funds he has sunk in a worthless African mine, his associates divert suspicion by hiring Charlier to impersonate him in real life as well.

Trying to keep his jealous blonde partner, Mimì, placated and at the same time carry on a flirtation with the seductive Baroness whose husband he is impersonating, keeps Charlier stepping. The situation reaches a climax when the Baron returns unexpectedly and tests his wife's fidelity by impersonating Charlier. Intrigued, but uncertain, the Baroness enacts an impassioned love scene with him, finally putting him off with an ardent kiss, with the result that next morning she flutters distractedly between believing one moment that

BIOGRAPHY OF A BACHELOR GIRL

In a screen play admirably suited to their talents, Ann Harding and Robert Montgomery are again seen together in Metro-Goldwyn-Mayer's Biography of a Bachelor Girl, showing at the Oriental Theatre to-day and to-morrow.

The picture has charm and appeal, a bright dialogue, with the addition of some of the most breath-taking outdoor scenes ever flashed on a screen.

Bearing the mark of any production by Irving Thalberg, "Biography of a Bachelor Girl" is admirably cast. Edward Everett Horton appears as the comical stuffed shirt, Nolan. Edward Arnold brings all his well known charm to the role of Feydak, Austrian composer. Una Merkel, as Slade, Charles Richman puts the same finesse into the screen characterization of Kinnicott as he did on the stage.

But most of all there is Ann Harding and Robert Montgomery, the perfect co-starring team. The story treats humorously of a worldly young woman trying to decide, between the pleas of her admirer and the threats of her ex-admirer, whether to write the story of her life.

the man was her husband and the next that he was Charlier.

Merle Oberon is seen as the cunning Baroness, while Ann Southern plays the jealous Mimì. Also in the cast are Robert Grigs, Lumsden Hare, Walter Blinn, Eric and Ferdinand Munier.

LAST 4 TIMES TO-DAY At 2.30, 5.20, 7.20 & 9.30 P.M.

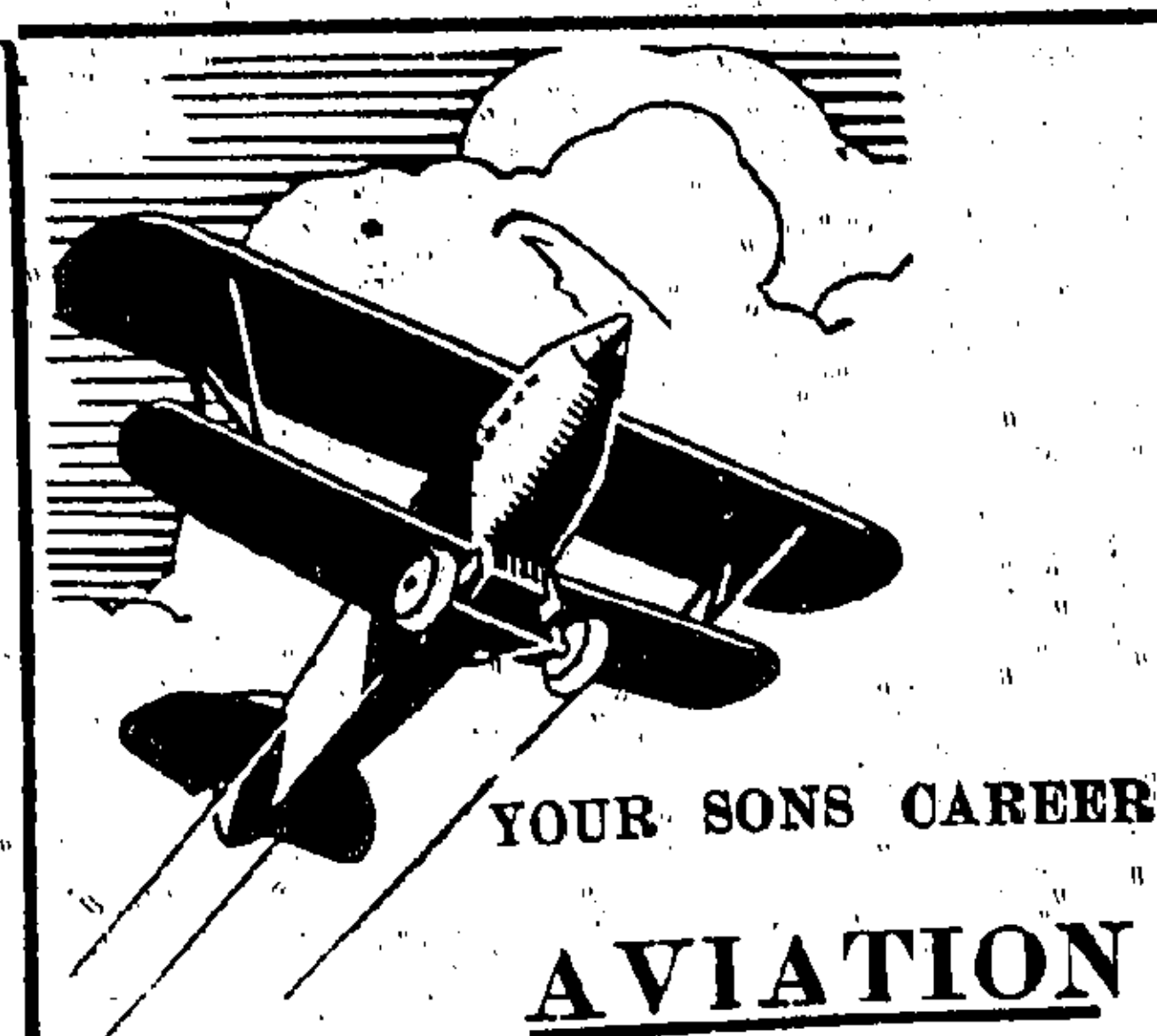
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AND
ALL BOOK STORES.

DO YOU SAY YOUR PRAYERS?

Practical Hints On How To

Broadcasting from Union Church on Sunday morning the Rev. John Foster gave some practical instruction how to pray. The text was Matt. vii 7, "Seek and ye shall find." He said:—

If the Bible still waits to show us what He is and shall be, and we have resolved to seek Him there; if He is alive and we may come to God through Him; how shall we begin that communion of soul with Soul which we call prayer?

It depends where you stand upon this pilgrims' way. Prayer is something which grows as you grow. A child's capacity for sharing with its father varies according to the child's development.

Most of us start with the idea of prayer as asking God to give us something. Even this is occasional, in times of special need, and as a last resort. I had a shipmate during the war who was the most foul-mouthed and evil living man I have ever had to live with. One dark stormy night, patrolling without lights in the Irish sea, there came a loud crash. We were thrown out of our bunks with the shock of collision. He and I were close together as we reached for our lifebelts and dashed for the companionway. I saw him cross himself. I heard him mutter, "Lord, Save us!" That is prayer. That is prayer to the vast majority of people. One of the sickening things about a parson's job is that so many class him (and the religion he stands for) with the doctor and the undertaker—some one to be called on in a crisis. Those who have had no thought of religion when they were falling in love want to be married in Church. Those who were far from God in the begetting of a child ask the parson to christen it. Those whose lives have been Christ-less want to make sure of a Christian funeral.

CRYING FOR SOMETHING

Or if our demands on God are more frequent than that, prayer does for most of us, even within the Church, remain a matter of crying for something. Fathers would prefer it if children could be had ready-made at, say, three years old. What fun is there in a tiny baby? Between feeding times it sleeps. When it wakes up it is generally to cry for something. The mother seems to find fun in the drudgery. But even she might not but for one thing: She is able to anticipate the joys that are coming, the cooling conversations, the baby endearments, the changing from a small squaler into a jolly little boy.

God our Father has so many of us who refuse to grow up. Our Lord taught us, "Ask and ye shall receive." We are not wrong if we bring our daily needs into our prayers. But we are wrong if that is all that prayer means to us. After all there is not much that you can ask for until you HAVE FOUND THE FATHER.

I should think it unnatural and false if when my children thought they felt hungry they recited a menu. They don't. They call one word, "Mummy!" If you find a lost child don't say you will give him a penny if he stops crying. Don't take him to the Cinema to help him to forget. There is only one thing to be done. Go to the police station and get the telephones busy. He wants his mother.

ONLY ONE SOURCE

If prayer is genuine, not an involuntary cry as you feel yourself falling, nor yet the magic carpet of each idle wish—there is only one thing that it can start from. If you cannot lift up so much as your eyes to heaven, there is only one thing to ask: "God be merciful to me a sinner." You have to find the Father. Once really found, prayer begins to take on a new aspect. If your experience of fatherhood is entirely composed of "Give me" "I want"—you had better stop trying to run a household and call it a department store. It is not the father who offers prompt family supplies. The FATHER offers more, and expects more. And God is our Father. The essential nature of prayer is not demand and supply. It is fellowship and communion.

That is what makes prayer hard. If prayer were only asking for things, it is easy, to shoot off a wish

into the dark and wonder if it will come true: Like a child sending a note up the chimney to Santa Claus to tell him whether he wants a woolly dog or a pink rabbit; "It may get there," he thinks, and is content. Like the old lady from the country who shouted her grocery order down the telephone receiver, and hoped it would get there. Later she asked why they had all those funny little figures in round holes on the dial....

But if prayer is communion, you are bound to ask, "Is there any one there?" The answer you seek is not a magic gift but an answering voice. But it is hard to understand and feel and know that the contact is real. "I must not be that sort of person," you say, and give it up.

NO PICNIC

Hard? Of course it is hard. Did you expect to find it otherwise? When I came to China and settled down to learn the language some one recommended as "textbook" "Chinese made Easy." I thought, how splendid! It is. It is just the title that, in the case of a novel, makes a best seller. And let me tell you, this book too ought to be classed as fiction. Chinese is not easy, you are sentenced to five years, and, whatever any one says, it is hard labour.

I often see advertisements in English magazines, something like this: "French without tears. Try the simplified system of M. de L'Aisibonnes." You do a correspondence course for a month or two and buy a couple of gramophone records, and then become the pride and joy of fellow tourists. There may be something in it. Language masters in my school days believed too much in the educational value of tears. My eyes still feel tender when I think of irregular verbs. And not my eyes only.... But I don't believe you can make the learning of any language into a picnic.

The advertisement that most attracts me is another correspondence course, "Pianoforte without Practice." That would be splendid. Even now my small daughter is at her five-finger exercises. The miracle of telephony without wires pales before the wonder of music without scales.... And I should like to think that sometimes the advertiser pales before the temerity of his own lie.

TRIAL AND ERROR

It cannot be so. There must be trial and error; there must be stammering and tears; time must be spent and labour; practice still makes perfect. It is so if we are to get anything of value in knowledge, or in art, or in religion.

Prayer is the language in which I speak to God and God speaks back to me. Prayer is the music of the multitudes before the Throne. I must learn, must try and fail and try again, and keep on, trying. That which is easy is cheap; that which is hard is glorious. There is one easy way to meet that glory which is God.

Our Lord said, "Ask and ye shall receive." We have seen that there is only one thing to ask, and to receive this requires effort and discipline. He adds, "Seek"—with patience and perseverance—"seek and ye shall find." How shall we seek?

You will expect, after what has been said, no short cut. I can only give you a little of the experience of my own seeking. I have arranged it in ten short commands—short enough to remember sharp

enough to issue to ourselves when we are "on parade."

TEN COMMANDS

1. Look: Whatever your daily scripture reading may have been, always before your prayers read or recite some words of Jesus or about Jesus. We end our prayers with "through Jesus Christ our Lord." That is meaningless unless we have begun with Him. When the talkies were invented they sent some of the stars of the silent film into eclipse: The girl who danced like a fairy might have a voice like a fishwife. The converse may happen when television is added to our wireless sets: When every one can see me, I may not be allowed to broadcast any more. But sight will add a sense of nearness and reality. We pray "through" Christ in the sense that we see God through Him: "The light of the knowledge of the glory of God in the face of Jesus Christ." Look at that face first. Then say to yourself, "Jesus Christ, the same yesterday, to-day, and for ever." Through Him, the living Christ, you are coming to a Christlike God.

2. Kneel: That is the attitude of adoration. Posture of body suggests and influences the attitude of mind. As in kneeling you relax your muscles, so let your mind relax, and wait there, effortless now, before Him.

3. Listen: There is a strange power in silence. How often we are told so: "Be still and know that I am God." In quietness and confidence shall be your strength. "O rest in the Lord and wait patiently for Him." "I will give you rest." "My peace give I unto you." We are not heard for our much speaking. One of the hardest lessons we of this modern age have to learn is to be quiet.

4. Be grateful: Don't start with asking for things. Leave that awhile. Let every bright memory, every good feeling, every bit of joy and love and beauty in your life join to say, "We thank Thee Lord."

5. Be honest: Don't say what you don't mean because you think you ought to say it. Don't pretend to be better than you are because you are praying. A child has no party manners when he

GENERAL LIU MURDERED

At Railway Station

Peiping, Aug. 5.
General Liu Tso-chi, commander of the Peace Preservation Corps in the Luanung area, was murdered on the platform of the Luanchow railway station at 4 o'clock yesterday afternoon.

Four men dressed in plain clothes were his assassins. They stepped up to him quietly, closing in from all sides and opened fire at close range.

General Liu had no chance of escape or of defending himself. The murderers' automatic pistols, heavy calibre weapons, struck with shattering force. He died almost instantly.

A Japanese gendarme, who was patrolling the platform, and who apparently attempted to intervene, was struck by one bullet and seriously wounded.—
Reuter.

is coming home. If you have fallen in the mud admit it to your Father,—but keep your gaze fixed, not on the mudstains but on the Father.

6. Forgive: Freely and without exception. We must if our own souls are to find peace. Our Lord has told us so, and thus has laid His finger on the secret of much of our failure in prayer and in life. Don't pretend that you have no enemies, no one who has offended you, no one you are jealous of. "If ye forgive not men their trespasses neither will your heavenly Father forgive you."

MUST HAVE TIME

7. Keep your time: Prayer is not "if you have time this morning" any more than is breakfast. You must have time. Fix one and keep it: early morning for most of us—before the newspaper, mind, and before the first cigarette. I think all nature wakes with morning freshness into praise. The birds do. And we are made by the same hand.

(Continued on Page 11.)

H.K. POLICE RESERVES

ORDERS BY MR. D. BURLINGHAM, INSPECTOR GENERAL OF POLICE

Chinese Company

Strength.—Constable R50 Li Man Tsung has been permitted to resign from the Chinese Company, as from 27th July, 1935.

Commendation.—Constable R18 Leung Yau To is commended and granted the meritorious service bar by the Inspector General of Police for his assistance in arresting a Chinese Male who was sentenced to three years Hard Labour at the June Criminal Sessions for possession of forged banknotes.

Indian Company

1st Aid Classes.—All members taking this Course will report at the Police Headquarters Gymnasium on Tuesday, and Thursday, August 6th and 8th at 18.30 hours for instruction.

Training Course—Part II.—All recruits of the Indian Company will attend 3 Cliff Road, Kowloon on Thursday, August 8th at 17.30 hours for instruction.

Flying Squad

Instructional Patrol.—The instructional patrol for members of the Flying Squad will take place on Friday, August 8th. All members will fall in at the Central Police Station at 17.15 hours. Dress—White Uniform, and Cap with White Cover.

Emergency Unit Reserve

Strength.—Constable R416 L. R. Dixon and Constable R432 W. E. Dorabjee have been permitted to resign from the Emergency Unit Reserve, as from 15th and 23rd July, 1935 respectively.

Constable R416 A. H. Moss has been taken on the strength of the Emergency Unit Reserve, as from 20th July, 1935.

D. L. KING,
D. S. P. (R)
Hong Kong, August 5th, 1935.

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BRITISH FLYING NEWS

At The Great Hendon Display

Three thousand guests of the Society of British Aircraft Constructors, representing civil and military aviation in fifty countries, watched at Hendon aerodrome yesterday morning a display of flying which was admitted on all hands to reach a new level in perfection of style and measured daring. They spent the afternoon inspecting the forty aeroplanes, assembled alongside the flying field and studying the exhibition of the products of sixty-five firms which had taken space in a large transport shed near the main entrance to the aerodrome.

The occasion was the fourth annual S.B.A.C. Display. Begun in 1931, the Display has gone from strength to strength. Each year the number of guests has increased, and the Display has become more representative of the industry. Yesterday the special enclosures were thronged with half as many guests again as visited the Display last year. The exhibition shed housed the products of more than 50 per cent. more firms than were represented in 1934.

Among the many distinguished people present was the new Secretary of State for Air—Sir Philip Cunliffe-Lister. Replying to the speech of welcome made by Sir Robert McLean, chairman of the S.B.A.C., the Air Minister disposed of and for all of suggestions that the demands of Royal Air Force expansion will hamper acceptance by the industry of foreign orders. He said: "It has been said that because we are expanding the Royal Air Force it will be impossible for British firms to execute orders placed with them by other people. Nothing could be further from the truth. I say with authority that the capacity and resilience of this great industry are such that it can and will fulfil everything required by the government programme, and anything required in connexion with foreign contracts."

Yesterday was the day of Britain's unknown airmen, the test pilots of the leading aircraft building companies. These are the men whose names are known and respected where aviators gather, but who rarely reach the "head lines." Theirs is the most responsible job in piloting. Upon their skill and judgment depends vital details of aeroplane construction. A good test pilot can do much in the production of good aeroplanes. He is much more than a pilot. His knowledge even of the theory of aerodynamics is probably considerable. He is an engineer, sensitive to the behaviour of machinery and informed about materials and the practical value of aerodynamical features of design. To these and other qualities he adds the supreme piloting skill that was demonstrated to the world yesterday.

BIPLANE FOR "AIR CONTROL"

Exactly at 10.30 a.m. the flying programme began with the take-off of the Westland Wallace "general purpose" biplane, a sturdy craft fitted to carry a big and varied load for Royal Air Force patrol duties in the Middle East. In its latest form the machine is fitted with a streamlined coupé top enclosing both cockpits, which are warmed from the engine. Either cockpit may be opened when the aeroplane is flying; with the rear cockpit open the gunner is completely protected from the air pressure at high speeds by the coupé roof.

Next came one of the sensations of the Display, a demonstration by Flight Lieutenant C.S. Staniland of the powers of the new Fairey Fantôme multigun fighter, designed for a competition organized by the Belgian government. The craft is equipped with four machine-guns and a gun which fires small explosive shells through the airscrew boss. Its maximum level speed is in the neighbourhood of 250 miles an hour. Staniland's "barrel" roll off the ground and his vertically banked turns at terrific speed left no doubt as to the quality of the Fantôme, which will certainly set a high standard for attainment by foreign aeroplanes in competitive flying before Belgian government officials during the next few weeks.

REDUCING STRUCTURE WEIGHT

The two Vickers "general purpose" aircraft, one a biplane and the other a monoplane, ascended together. The biplane, built to meet the requirements of an Air Ministry specification styled G.A./31, is intended to perform all of the

duties of the "general purpose" aeroplane, the day-and-night bomber and the coastal defence torpedo-carrier. It is built entirely in metal, principally duralumin. The streamlined undercarriage is fitted with wheel brakes, and the wings have Handley Page automatic slots to improve control at the lower end of the speed range. A streamlined cover over the pilot's cockpit protects the occupant from air pressure. The "general purpose" monoplane, built as a private venture by the firm without Air Ministry financial help, is even more remarkable. It is a low-wing craft with retractable undercarriage and, though performance figures may not yet be revealed, it is known to be outstanding in load-carrying capacity and general flying performance. Its all-metal structure is planned on lines invented by Mr. B.N. Wallis, and known technically as the "geodetic" system. Extraordinarily low structure weight and great strength characterize the system, which may lead to a new conception of weights and strengths in aircraft building. Experts who could not examine the internal economy of the machine were impressed by its evident efficiency in the air, marked by extremely slow flying under full control and bursts at high speed across the aerodrome.

LOW-WING MACHINE

Next ascended the Avro Type 652A monoplane, the first "coastal reconnaissance" landplane to be ordered in quantity by the Air Ministry. This low-wing machine, undercarriage struts and wheels retractable within the engine nacelles, is notable for high performance on relatively low expenditure of power. Fitted with two moderately supercharged 290/320 h.p. air-cooled motors, it attains maximum level speed, with full load on board, of about 190 miles an hour. Its flying endurance is long and its capacity in military load considerable. A main duty of the "coastal reconnaissance" aircraft will be patrol far out to sea, to give timely warning of the approach of enemy aeroplanes and warships.

AROUND THE COURTS

INDECENT ASSAULT

A charge of indecent assault was preferred against a 28 year old Chinese unemployed actor named Yu Suen Lung before Mr. Q.A.A. Macfadyen at the Central Magistracy yesterday. A further charge of assault was also indicted. The incident was alleged to have been perpetrated on Mrs. E. Clemon of 97 Wong Nei Chung Road at Queen's Road Central near the China Emporium on Saturday.

The accused admitted the first offence but, denied the second charge.

The accused was remanded for 48 hours, no evidence being called.

BANISHEE PUNISHED

Cheung Tak (24), of Singapore, was yesterday charged before Mr. E. I. Wynne Jones, the Kowloon Magistrate with having returned to the Colony, after having been banished for a period of ten years on January 22 this year. He was arrested on Friday last, and the previous convictions against him included shop-breaking in 1934. Another conviction in the same year, showed that he also received stolen property. Sentence of 8 months imprisonment was imposed.

BROADCAST SINGER FINED

Miss E. Aves, of 149 Waterloo Road, the popular broadcast singer, was yesterday fined \$3.00 at the Kowloon Magistracy for riding a bicycle without a lighted lamp in Sai Kung Road, near the Kowloon City Police Station, on Saturday.

Defendant, stating in answer to the charge, that when an Indian constable approached her, she was not on the bicycle. She admitted, however, that just prior to her arrest she had dismounted.

ROBBERS BUSY

Lo Wu Brickworks Visited

Awakened by the barking of a dog, the Leung the 61 year old manager of the Lo Wu brickworks, Sheungshui went out to the verandah with his foki named Liu Yau to investigate. There they found several lights burning in the yard. Another foki sounded the alarm by blowing the police whistle and while this was going on one man came up to him. The manager was so frightened that he ran away and hid himself in the roof. He remained in hiding until a foki informed him that the place was clear.

On descending to the lower floor he found to his dismay that the whole place was in an uproar. Everything was turned upside down and that a safe which had \$135 in cash was broken open and the contents missing. Some clothing was also stolen and in all the value of \$188 was lost at the place.

It was stated that five men were concerned in the robbery and the direction from whence they came and left was unknown to the victims.

OBITUARY

Sir George Touche

(Special Air Mail Service)

London, July 18. Sir George Touche, Bt., chartered accountant, head of the firms of George A. Touche and Co., of London, Birmingham, Montreal, Toronto, &c., and of Touche, Niven and Co., of New York, Chicago, &c., died at his home, Broomfield, Westcott, near Dorking, yesterday, at the age of 74.

George Alexander Touche, the son of the late Mr. A. M. Touche, a banker, was born in Edinburgh on May 24, 1861. He was educated at Bonnington Academy, at the Edinburgh Institution, and at Edinburgh University, where he studied Scots law and conveyancing. He served his articles with Mr. A. T. Niven, chartered accountant, of Edinburgh, and in his professional examinations did particularly well in actuarial science. In 1883 he was admitted to membership of the Edinburgh Society of Chartered Accountants. After admission, he came to London to practise, and later founded the firms of which he was the head at the time of his death.

Early in his career Touche paid visits to the United States on behalf of British investors in American industrial securities, and there are many who had cause to be grateful for the able manner in which he safeguarded their interests. From the nature of his profession he came into touch with many of the largest industrial undertakings in many foreign countries, and in such cases as he was called upon to do so, his wide experience and technical knowledge proved invaluable in the rehabilitation of various enterprises. He always preferred reconstruction to liquidation.

IN POLITICS

In politics Sir George was a Conservative and sat in that party's interests as member for North Islington from 1910 to 1913. The party, he contended, was gifted with the true Imperial instinct in a greater measure than its rivals, and it had also been responsible for a greater measure of useful social legislation. He would cite as instances such subjects as improved sanitation, the protection of women and children, better housing of the working classes, workmen's compensation, and free education. A strong advocate of Tariff Reform, which he recognized many years ago as essential to the continued prosperity of the country, he contested as by-election in the North East Lancashire Division in 1904, his candidature receiving the cordial endorsement of the Prime Minister (Mr. Balfour) and Mr. Joseph Chamberlain. Had it not been for the Irish vote in the division it is possible that he would have been returned. Sir George was Lieutenant of the City of London, and in 1915-16 was Sheriff. From 1916 to 1917 he was a member of the Speaker's Conference on electoral reform. He was a vice-president of the Great Northern Hospital, in which he had taken a great interest for a long period. It is interesting to recall that in 1911 he wrote to the secretary of the hospital enclosing a cheque for £100, and expressing his intention of sending annually a cheque for a similar amount while

ALBIL STORE

Kowloon Branch To Open Tomorrow

That popular ten and twenty cents store, Albil, is opening its Kowloon Branch at 228 Nathan Road as from tomorrow and this should prove a source of great convenience for Kowloonites.

The store at 10 D'Aguiar is still commanding brisk sales and with the arrival of new goods, in the course of this week, those desirous of taking advantage of these profitable bargains should make an effort of calling in early for them as it is always the "early bird" that takes away the best that is available.

AUGUST BANK HOLIDAY

And Seven Sisters Festival

It was a happy coincidence that the August Bank Holiday should fall on the same day as the Feast of the Seven Sisters and as a result the Chinese and foreign communities were in real holiday mood yesterday.

The day dawned bright and clear and that was the only encouragement hundreds of people needed to set off for the various beaches on either side of the harbour, while many parties went out on launch picnics. Taking advantage of the fact that the holidays stretched over two-and-a-half days, many made the trip to Canton and Macao and West River ports, returning to the Colony last evening.

In the evening there was a very heavy rainstorm, accompanied by thunder and lightning and many were those who were given a soaking on their way home from the beach or bathing picnics.

In connection with the Seven Sisters Festival, The Sincere Company held an exhibition of needlework and curios and this was attended by thousands of people during the week that it was open.

ROYAL AIR FORCE

Revived Post To Assist In Expansion

The Air Ministry announced recently that in order to assist the Chief of the Air Staff in the work of supervising the current expansion of the Royal Air Force, the Secretary of State for Air has decided to revive, for a limited period, the appointment of Inspector-General of the Royal Air Force.

Air Chief Marshal Sir Robert Brooke-Popham, now Air Officer Commanding-in-Chief, Air Defence of Great Britain, has been selected to fill this appointment, which he will assume on August 1. Sir Robert will be relieved in his present post by Air Marshal Sir John M. Steel, who recently relinquished the command of the Royal Air Force in India.

Sir Robert Brooke-Popham became an Air Marshal in 1931. Since April, 1933, he has held the appointment of Air Officer Commanding-in-Chief, Air Defence of Great Britain. In 1933 he was appointed Principal Air Aide-de-Camp to the King. He was promoted to Air Chief Marshal in January.

For his services during the war he was awarded the D.S.O. and A.F.C., and he was mentioned in dispatches on four occasions.

Air Marshal Sir John Steel was promoted Air Vice-Marshal in January, 1935, and assumed command of Wessex Bombing Area Air Defence of Great Britain in 1935 he was appointed to command the R.A.F. in India, and was promoted to Air Marshal the following year.

receiving a salary as member of Parliament for the division in which the hospital is situated. He was an original member of the Royal Economic Society, a Fellow of the Royal Statistical Society, and a life member of the American Academy of Political and Social Science.

In 1917 he received the honour of knighthood, and three years later was created a baronet. He was also a Knight of the Serbian Order of St. Sava. He married in 1887 Jessie, daughter of the late Mr. I. Brown. She died in 1917. They had four sons, the eldest of whom, Norman George, born in 1888, succeeds as second baronet. He has two daughters but no sons, and the heir to the title is now the late baronet's second son, Donovan Meredith, born in 1891.

LEAGUE POLICE

PLAN

Not The Way To Peace

Sir Austen Chamberlain, speaking at the League of Nations Union Conference at Cambridge recently, said: "I am not in favour of what is called an international police force, but which is, in effect, an international army of the air under the direct control and command of the League."

Sir Austen was speaking in support of the following resolution, moved by Lord Allen of Hurwood: That the Council urge the Government to press unceasingly for the total abolition of all national air forces in the shortest possible time, and to indicate its detailed proposals for the international control or internationalisation of civil aviation; and

If these objects were found to be impracticable unless the system of international control of civil aviation were supplemented by provisions for the maintenance—as part of that system—of an air force or air forces to prevent the use of civil aircraft for military purposes, the Council further urge the Government, through the Air Commission set up by the Disarmament Conference, to examine how such a force or forces might be established.

"Let us never forget," said Sir Austen, "that the primary purpose is to prevent war, and let us be cautious how, by any action we take, we divert attention from that, our primary object, and turn it, instead of to the prevention of war, to the waging of war."

"I agree that the League, at the present moment, is passing through difficulties and trials which are a source of grave anxiety."

"I knew it and frequented it in happier days, but I draw from my experience, even of those happier days that the time has not come, if come it ever will, when military forces under the direct control of the League will give a sense of security to the world."

ALTERING CONSTITUTION

"If all attempts to preserve peace fail, and conciliation achieves no result, and if sanctions become necessary, you must look not to an international super-force to apply those sanctions, but to the sovereign peoples who compose the force which is necessary to preserve peace or repel aggression."

"One thing I am quite certain about—if you ever decide to have an international air force, or international army or international fleet, entrusted to the League, you will create no sense of security unless you alter the whole constitution of the League."

"If that force can move only if the Council is united, unanimous, it will not give the sense of security which is the only purpose for which we are asked to create it. If you decide that, in the most vital of all matters, the Council is to act on a majority you have altered the whole nature of the League and changed its constitution."

"It is no longer an assembly of sovereign Powers. It is a superior State to which others become tributary."

"I cannot see the possibility of creating such a League. I should view it with anxiety and dread if I thought it possible."

"I am only able to support this resolution—and I do heartily—because, though it points to the creation of an international force as one method which may be examined, it leaves open the other alternative of national contingents acting at the invitation and at the behest of the League, but not acting as a League force waging war in the name of the League which we look to to preserve peace."

AIR FERIL

Lord Allen said: "Air attack threatens Britain with a special peril. If our harbours were destroyed, the ships upon which we depend for our food and raw materials, and even for the means to create munitions of war could not reach us, and we should be paralysed."

"Renewed initiative, therefore, is urgently required by Britain, towards the goal we set ourselves two years ago, when we declared in favour of the abolition of this new and most atrocious form of modern warfare. We must at once produce our proposals for controlling civil air transport."

The resolution was carried only five or six delegates voting against.

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8

ADVERTISEMENTS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of £2.100 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th JUNE, 1935, at that rate of 2/2 1/2 per Dollar.

THE DIVIDEND will be payable on and after MONDAY 12th AUGUST, 1935, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY 29th JULY, to SATURDAY 10th AUGUST (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 10th July, 1935.

THE HONG KONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ended 30th June, 1935, will be payable on TUESDAY, 20th August, on which date Dividend Warrants may be obtained on application at the Company's Offices, 3 Charter Road.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Company will be CLOSED from THURSDAY, 8th August, to MONDAY, 12th August, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors
O. EAGER,
Secretary.
Hong Kong, 1st August, 1935.

HONGKONG TRAMWAYS LIMITED

NOTICE TO SHAREHOLDERS

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of 40 (forty) cents per Share has been declared payable on WEDNESDAY, 21st AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road, East, Bowrington, Hong Kong.

NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from WEDNESDAY, 7th, to TUESDAY, 20th AUGUST, 1935, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 29th July, 1935.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LTD.

NOTICE.

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MARRIAGE
DONALDSON-SMITH.—At Tow Law, Durham on August 3, James Donaldson, P. & O. Banking Corporation, Ltd., to Marie Christine Smith, English Presbyterian Mission, Chuan Chow, near Amoy.

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The Daily Press.

HONG KONG, AUGUST 6, 1935.

TOO FAST AND TOO FAR

There are a great many people attracted by the idea underlying the League of Nations and there would be no sense, whatever, in denying this, for after the four terrible years, the suffering and the slaughter of the War, anything which seemed to hold forth the promise of peace was seized eagerly—an eagerness which was touching and pathetic. It seemed—and it was—a noble conception that the nations should gather round a Council Board to settle their differences, rather than to resort to the more barbaric method of fighting them out in the stricken field. However, the politicians who handled this idea were perhaps too much in a hurry, which was unfortunate, for they thus took only a superficial view of the difficulties which were in the way, forgetting the strength and depth and touchiness of the forces of race and nationality which separate mankind. They went too fast and far, putting show before substance. If this experiment were to stand a chance of success in moderating those ancient and primitive forces, it should have begun more modestly, attempting only those things which could be accomplished, dealing first with such practical affairs of international life as could be accommodated, and enlarging its scope only as its established confidence. But no. It set up a Court without a Sheriff and then went on to make pretensions which had no substance. To pass judgment without enforcing it is to invite contempt and to exasperate dissension, and it may be said without fear of contradiction that the League has suffered most by the claims of its enthusiasts.

In Lord Cecil's speech at the annual meeting of the General Council of the League of Nations Union, there is one passage which might serve to illustrate the point. He reminded his audience that one question put in the Peace Ballot was "whether in the last resort they would be prepared to accept military action against a determined and unrepentant aggressor." That was as good as asking whether they would be prepared to go to war in the cause of peace and under the circumstances it was not in the least surprising that "no fewer than two million people did not feel sure enough to answer it at all." It is not difficult to agree with Lord Cecil that these two million people were prudent but it may be said that there were another two million who were more prudent in that they answered the question with an emphatic No. It still remains a fact, however, that close to seven million people have expressed their willingness to take up arms for the cause of the League of Nations. Disturbing though this is, it shows how much of pugnacity and how little of pacifism there is in the British human nature.

By way of illustration take this tender controversy with Italy over Ethiopia. The British Government evidently had gone to the utmost limits of prudence in their attempts to bring about a peaceful settlement; they even went so far as to offer a strip of British territory in the interest of peace, but the fanatics of the Geneva system are urging them to go further, demanding the arrangement of a great and sovereign nation before the League, and the imposition of the "economic sanctions" upon her. It is quite apparent that these are but vain threats for it is impossible even for a moment to imagine a united League upon such a subject. Assuming that they could be enforced, the very next question is, what would be the result? Economic sanctions would result in blockades and subsequently in war. Is it possible for anyone in possession of his senses to suppose that a powerful and highly-metalled nation would submit to

OLD SOLDIER PASSES

Major General G. F. Browne

London, August 5.
The death occurred to-day of Major-General George Fitzherbert Browne, C.B., D.S.O. in his 85th year.

He entered the army in 1870, became Colonel in 1900 and Major-General in 1906. He served in West Coast Africa, 1897-98, being mentioned in despatches and awarded the D.S.O. medal with clasp, and also in 1892 when he was wounded.

From 1896 to 1903 he was Military Attaché at Peking, and later, after serving with the Northamptonshire Regiment, he retired in 1913.—
Reuter.

CHEAPER TELEPHONE CALLS FROM PARIS

M. Georges Mandel, the French Minister of Posts and Telegraphs, has agreed, in collaboration with the Post Office authorities in London, to a reduction of 20 per cent. in the charges for telephonic communication between Paris and certain English towns, and to a reduction of 40 per cent. in the cost of communication with America. It is proposed that these reductions shall take place from July 15, when the cost of a three-minute call from Paris to London will be reduced from 75.50f. (10s.) to 30f. (4s.), and between Paris and New York from 75.50f. (£10 10s.) to 47s. (5s. 8d.), while that for communication with India, Australia, and South Africa will be reduced from 75.50f. (£10 10s.) to 600f. (£8), and with New Zealand from 88.125f. (£11 14s.) to 675f. (£8).

These charges will be further reduced for communication between the hours of 10 p.m. and 10 a.m.

TYPHOON WARNING

The following typhoon warning telegrams were sent from Manila yesterday at 3.15 p.m. through the American Consulate:—

Cyclone or typhoon near or over Formosa, moving W. or W.N.W.
Cyclone West of Bashi Channel, direction unknown.

BRITISH TELEVISION PRAISED

London, July 10.
High tribute to the progress of television in Britain was paid last night in an address broadcast over all German stations by Herr Eugen Hadamovsky, National Broadcasting Director.

The speech was also relayed by short-wave to the world in five languages.

He spoke of the comprehensive and exact experimental work of the B.B.C., and expressed the assurance that the further development of television in Britain would result in surprising and valuable achievements.

The methods adopted in Germany, he pointed out, differed from those in Britain, as it was first necessary to make television popular in Germany to overcome doubts in certain quarters.

There would be no better bridge of peace and understanding than television when it became general and enabled the nations to "see" each other.

be treated like a delinquent, and browbeaten or starved out of her policy without the most serious consequences to the peace of Europe? It simply means this, that the Pacifists who considered their country too bellicose in going to war for the integrity of Belgium, which lies at our door, are themselves ready to risk war for the integrity of Abyssinia, which is a great deal more remote. To exhaust all efforts of persuasion and accommodation is a policy which can be readily understood, but at the same time it may be sure that the British Government will not be persuaded by the many hot-gospellers to risk war in the cause of peace. Of course there may be a theoretical dilemma between the peace of Europe on the one side, and the prestige of the League of Nations on the other, but is not that dilemma the result of the pretensions which go beyond reality?

CHALLENGE TO SOCIALISTS

Conditions In Britain

Mr. Baldwin delivered a challenging reply to the Socialist vote of censure on the Government for its "failure to cope with unemployment." The vote was rejected by the great majority of 450 to 76.

Conditions in the United Kingdom, the Premier declared, were now better than in any other country in the world.

"Does any foreigner who has worked here want to work in any other country?" he asked. "Does any Englishman want to depart to any other country?"

After a triumphant demonstration of the progress already achieved—much greater than had seemed possible in 1931—he went on to sketch an ample, many-sided policy for the future. This included:

Development of overseas trade from the agreements made with the Dominions and foreign countries;

Expanding industrial activity from the cheapness of capital and from Government-assisted schemes;

New organised transference of unemployed from the distressed to more prosperous areas;

Further efforts to establish new industries where they are most needed; and

The carrying out of schemes suggested by the recently appointed Commissioners, whose reports are due next week.

The debate had "little of the combative excitement traditionally expected on votes of censure. Mr. Baldwin, not the Socialists, was the challenger, with his demand that they "would do about it" if an election returned them to power.

IMPOTENT ATTACK

The Socialist critics indulged mainly in lamentations that all was not yet well. Mr. Greenwood, who opened the attack, did his best to fog the ardour of battle into life, but his efforts to be combative were not potent.

He started from the familiar complaint of Socialists, and Samuelite that all the recovery which there has been was due to our going off the Gold Standard. This led to the declaration that things were not much better.

The House heard with mild and amused surprise that it was no proof of economic prosperity for more people to be at work.

A rather unfortunate phrase that the Government had been brought into office "on a great wave of fear" was answered by a joyful exclamation, "Fear of you!" and as much cheering from the other side of the House as his own.

CURE BY PAMPHLET

Mr. Baldwin replied by making fun of faith in the magic word "plan," which meant books or pamphlets to cure unemployment.

He had never promised to cure it. He threw away office and an election because he was convinced that tariffs were a necessary part of a cure, but he had never said they would be a cure.

Then he proceeded to a succinct review of the Government's finance, with its reduction of taxation and restoration of cuts. The increase in retail sales showed that the benefits had percolated to all classes and so the policy had justified itself.

His next subject was the Ottawa Agreements. It was now possible to form a preliminary judgment on their effects.

They had helped us through a difficult time, they would give still better results in years to come. Already our exports to the Dominions had increased by 26 millions; our Dominion imports were up by 30 millions.

RIISING TRADE

The use of the tariff instrument had brought home to foreign countries the value of the British markets. Already 17 agreements made with them were being justified in benefit to coal and industries in general.

We were acquiring a larger share of the volume of world trade, while as a whole it had barely increased.

Conversion and cheap money had been of enormous assistance, not only to the national finances, but to industry, which had obtained last year £167,000,000 of new capital.

There were 1,000,000 more in work than four years ago, 380,000 more than at the date of the last vote of censure on unemployment policy.

Mr. Baldwin's next theme was "lavish expenditure" for example

LABOUR ATTACK ON THE NEW CABINET Appointment Of Mr. M. MacDonald

Strong criticism of the recent Cabinet appointments was made by Mr. George Lansbury in the House of Commons when he moved a £100 reduction in the Vote for the salaries of the Ministers Without Portfolio.

The House and the country were entitled to know, he said, why Sir John Simon had left the Foreign Office. He would like to ask the Prime Minister whether he agreed with those who said that Sir John Simon had proved himself to be the worst Foreign Secretary of modern times, and whether that was the reason he had been shifted.

They would also, said Mr. Lansbury, like to know why Lord Salisbury had been given "the sack," and why Lord Londonderry had been a very efficient Minister for Air. Why had he been given the sinecure office of Lord Privy Seal?

The Opposition challenged the whole principle on which the Prime Minister had based his appointments to the Cabinet. Ministers were not now chosen because of their ability, but to represent the various sections that made up the combination known as the National Party.

"AN UGLY TASTE"

"I tell the right hon. gentleman," he continued, "that it leaves a very ugly taste in the mouth that in this rearrangement the Lord President (Mr. Ramsay MacDonald) goes to £2,000 a year, and his son, who has only been in public life a few years, goes to a position of £5,000 a year."

"Nor do the people with whom I mix understand how it is that the hon. member for Kilmarnock (Mr. Kenneth Lindsay), who has been in the House a very short time, is sent over the heads of everybody else to become Civil Lord of the Admiralty."

Mr. Lansbury went on to ask to whom Mr. Eden was responsible. As to Lord Eustace Percy, he was a good friendly critic of the Government. They challenged those two appointments. There were three other more or less sinecure appointments—the Lord President of the Council, the Lord Privy Seal, and the Chancellor of the Duchy—and the Opposition thought the continual expansion of offices, the continual piling up of Ministries, must in the end bring about the worst results to the Parliamentary system.

MINISTER FOR COGITATION

Sir Herbert Samuel (Lib.), who mentioned that he had also put down a motion for the reduction of the Vote, said they were told

that one of the Ministers was to do the thinking for the Government—a very necessary duty. (Laughter.) Why should he not have some title indicating his functions—Minister of Quiet Cogitation or some other title of the kind? (Laughter.)

Mr. Stanley Baldwin, the Prime Minister, replying to the discussion, reminded Mr. Lansbury that the Prime Minister had "absolute and complete freedom to recommend to the King whoever he might think fit."

Regarding the appointment of Mr. Eden as Minister of League of Nations Affairs, Mr. Baldwin said it was a temporary arrangement. He had decided to make to meet the very special circumstances that existed and, he thought, would exist for another twelve months, perhaps more.

Mr. Baldwin said he particularly wanted the help of Lord Eustace Percy. They wanted his clear mind to help the Government in considering all the many questions particularly relating to social services and unemployment.

As to the qualifications of his various colleagues, he did not feel prepared "to enter into any discussion in the House or anywhere else."

MR. BALDWIN'S DENIAL

Mr. Denman (Nat. Lab.—Leeds) said that Mr. Lansbury had referred to the appointment of the Secretary for the Colonies as though there was something ignominious about it. Mr. Malcolm MacDonald's promotion had been retarded by his relationship to the Lord President of the Council.

Mr. Tom Smith (Lab.) said there were insistent rumours in the House before the new Cabinet was announced that one of the prices Mr. Ramsay MacDonald was going to demand in the reconstruction of the Government was a post for his son.

Mr. Baldwin—That is not true. Sir Robert Horne said he was certain that the Prime Minister would not have appointed the present Secretary for the Colonies unless he believed him to be entirely competent. They expected, however, to see that the salary indicated the importance of the office held. Scotsmen regarded the situation as intolerable and it had been more intolerable since super-numeraries had been appointed with salaries of £3,000. Some levelling up of salaries ought to be done.

The Labour motion to reduce the vote was defeated by 220 votes to 62, and the debate was adjourned.

EFFECT OF SPEECH

The effect of this powerful speech was at once recognised by Sir Archibald Sinclair, who complained of the mesmerism power of Mr. Baldwin and the difficulty of breaking his enchantments. Very wary as a good Samuelite of approving "public works" expenditure at large, Sir Archibald was vehement about roads and the "development of national resources."

A maiden speech from Sir Alan Anderson, the new member for the City of London, held the House by its ample knowledge and wide view.

There were now signs that the world was coming to its senses. Stabilisation was desirable, but we could not stabilise on sterling. A gold standard was necessary, though we could not return to it till gold was put on a proper basis.

Capt. Macmillan pleaded for an expansionist policy and industrial planning.

Sir Stafford Cripps declared that the cheapness of money was due to the failure of the Government to revive industry, that security had been given not to the workers, but to property owners and bankers, and that all improvement had gone into profits.

Sir John Simon, in a fighting speech delivered in a by now crowded House, overwhelmed with a devastating attack the Socialist plan for curing unemployment with "a first-class financial crisis," working up to "a fair and equitable sweep of private property." Such a plan would jeopardise what had already been gained and plunge the country back into the dangers of 1931.

NEWS SUMMARY

The annual cricket match between Etton and Harrow which, as reported by Reuter, ended in a draw, is described in detail by a correspondent in a London daily. The account of the game will be found on Page 10.

Jack Lovelock, the New Zealand miler, was again beaten on Sunday by the sensational Wooderson, of Blackheath Harriers, in a special race in Glasgow, before a crowd of 50,000 people. Page 10.

It was a happy coincidence that the August Bank Holiday and the Festival of the Seven Sisters fell on the same day. As a result Hong Kong was in its best holiday mood yesterday, the pleasure spots and cinema houses being filled with holiday-makers. Page 7.

In the Police Reserve Orders for the current week, it is stated that Constable R18, Leung Yau To, is commended and granted the meritorious service bar by the I.G.P. for his assistance in arresting a Chinese male, who was eventually sentenced to three years' hard labour for possession of forged Bank notes. Page 6.

The Alibi (Ten and Twenty Cent Store) which opened recently in D'Agular Street, has found such a demand for its goods that the management has decided to start a branch store in Kowloon. This will be opened to business tomorrow. Page 7.

Ab Central Magistracy yesterday, a charge of indecent assault on Mrs. E. Clemo of 97, Wong Nei Cheong Road was preferred against a Chinese named Yu Suen Lung. He pleaded guilty and was remanded for 48 hours. Page 7.

MOTOR ACCIDENT

A motor accident occurred yesterday afternoon on the Taiipo Road near Shatin. Dr. Luk of the Kowloon Hospital was driving his car when he collided with a lorry No. 4216. Mrs. Luk who was sitting beside him was slightly injured.

An unknown European driving car No. 2507 was passing and took Mrs. Luk to the Kowloon Hospital where she received treatment. Dr. Luk escaped injuries.

Slight damage was done to the car, the offside wheel and windshield being broken.

THE AIR PACT

The Minister for League of Nations Affairs, Mr. Anthony Eden, asked by Mr. Cocks (Labour) in the House of Commons whether the Government has given any assurance to the Government of France with regard to the conclusion of a bilateral agreement with Germany on air armaments, said it was the hope and intention of the British Government that an agreement on air armaments should be concluded between the five Locarno Powers.

Mr. Cocks—Can he give an assurance that they have no intention of concluding a bilateral agreement with Germany on air as they have done on the sea?

Mr. Eden—That is rather a different question. The question was whether we have given assurances to the French.

Mr. Cocks—Is the Government contemplating another act of treachery and surrender? (Ministerial shouts of "Oh! Oh!")

No answer was given. Mr. Eden, replying to Mr. Aneurin Bevan (Labour), who asked whether it was the view of the Government that a Western Air Pact must be accompanied by a system of mutual inspection or supervision, said as negotiations between the five Locarno Powers regarding an Air Pact had not yet begun it was preferable not to make a statement as to the form such pact might take.

Mr. Bevan asked whether they were to understand that every pact made by the Government was for an increase of arms and never for a decrease.

Mr. Eden replied that if the honourable member would look at the references instead of making assumptions he would find it clearly set out by the Home Secretary that the Government contemplated air limitation as part of the Air Pact.

The Governor of Singapore, Sir Shenton and Lady Thomas, together with Mrs. Thomas are leaving on August 8 on the 47 Sea Belle II for Kuching, visiting also Mr. Brunel, Labuan, Sandakan and Jesselton. They will arrive back in Singapore on August 23.

ABYSSINIA TO DEAL WITH JAPAN

Contract For Latest Type Of Munitions

TURKISH GENERAL AS OFFICIAL INSTRUCTOR

Addis Ababa, August 5.

Japan is to supply the Abyssinian Army with the latest type of munitions and the Government is signing a contract with Japan for the supply of the "heaviest consignment" of arms and ammunition with a view to accelerating the modernisation of the Army.

At the same time arrangements are almost complete for the despatch of a Japanese military and commercial mission to Abyssinia.

The question of a mandate for Abyssinia has been discussed and important circles in the capital are believed to be not unfavourable to such being bestowed to Britain and France, but under no circumstances to Italy.—Reuter.

Angora, Aug. 5.

The Turkish General, Wehbi Pasha, now at Addis Ababa, has been instructed by the Department of Internal Defence to offer his services as official instructor to the Abyssinian Army.—Reuter.

"BRUTAL METHODS"

Rome, Aug. 5.

Italy's abstention from voting on the resolution regarding the League Council meeting on September 4 does not mean that she will not attend the meeting. In this connection nothing has yet been decided according to well-informed circles which reiterated the need for some form of military operation before a settlement could be reached. Rains in Italian East Africa, it is stated, will make troop movements difficult.

In the meantime the Italian papers continue to publish articles on Britain's "brutal methods" of colonisation compared with Italy's humane methods, the "Lavarna di Genoa" asserting that Britain's essential motive is that she wants some time to incorporate Abyssinia in the British Empire.—Reuter.

ADOWA WAR VETERANS

Addis Ababa, Aug. 4.

An impressive demonstration of the youth organisations which took place here on Sunday morning gained special significance by the presence of 500 veterans of the battle of Adowa where the Italians were routed in 1896 by the Abyssinians under Emperor Menelik.

The old warriors appeared in picturesque attire with spears and rifles which had been carried into battle, addressed a flaming appeal to the youth to emulate their example to inflict on the enemies another defeat like that of Adowa.

One of the most powerful chiefs of South Western Abyssinia, Dejesmat Hambete Michael, arrived at the head of 15,000 warriors in the region of Knollo near the capital in order to offer his services to Emperor Negus. The men were armed with rifles of the old model and fifty cartridges each. Dejesmat declared to foreign pressmen who visited his camp that he and his warriors are ready to shed their blood for the Fatherland and would never permit a foreign flag to wave above the Emperor's palace.

His soldiers were not afraid of shells and bombs. They had covered the distance to the capital in three weeks and he is convinced that if the Italians would attempt to cover the same distance, no more than one tenth of their number would reach the goal.—*Transocean Kuo Min*.

PRESS SATISFACTION

Paris, Aug. 4.

The Sunday papers acclaim the result of the Geneva negotiations with much satisfaction but nearly all of them agree that the compromise formula has removed neither the Italo-Abyssinian nor the Italo-British differences of opinion. Little hope is held out for the Arbitration Commission in accomplishing anything but it is generally anticipated that the forthcoming Three Power discussions may lead to some tangible results whereby it is stressed that England is by no means willing to leave Italy a free hand in Abyssinia and that Signor Mussolini will probably think twice before breaking ties with England by precipitating a war with Abyssinia.

The well known foreign editor of the "Echo de Paris" Pertinax, is not entirely satisfied with the Geneva solution. He characterises the compromise as "ambiguous" and expresses himself convinced that the crisis will

rise up again in one month when it would not be possible any longer to extricate oneself from the difficulty by adjournments because Signor Mussolini would then either force his will upon the League of Nations or turn his back on Geneva and let his soldiers march on to Addis Ababa.

TEMPORARY RELAXATION

"Quotidian" likewise takes the view that the solution by no means eliminates the possibility of a war. "Le Petit Parisien" puts its hope on the forthcoming Three Power negotiations. The paper writes that the matter had been taken out of the hands of the League of Nations which had proved itself powerless to intervene and had so to speak delegated its authority for the time being to the Three Powers.

"Excelsior" speaks of the temporary relaxation of the tension, adding that M. Ducloux could no longer fail to realise that unprovoked attacks on Abyssinia would get him into serious difficulties with England. "Le Oeuvre" also deals with this aspect of the matter, asserting that England is determined to prevent Italy from waging war and that the possibility of closing the Suez Canal had been seriously discussed by the British in League circles during the past few days.—*Transocean Kuo Min*.

RAILWAY GUARDED

Rome, Aug. 4.

Press reports from Addis Ababa state that the Emperor had in consequence of some mysterious occurrence on the Djibouti-Addis Ababa railway line threatened to proclaim a state of siege in the capital in order to suppress all attempts at espionage and simultaneously gain certain control over the warriors of the wild tribes who are coming from the higher plains and making themselves at home in the capital.

The train is stated to have been derailed near Addis Ababa and the entire railway line is now being heavily guarded.—*Transocean Kuo Min*.

ROME DENIAL

Rome, Aug. 4.

Extracts from Signor Mussolini's speech to the mobilised Fascists prior to their embarkations circulated abroad are declared to be inaccurate by the semi-official "Agenzia Stefan" which publishes the report of the speech now printed by "Popolo d'Italia".

According to this paper, which states the speech was extempore and in the ordinary course of events would not have been published, it is only necessary to give the matter a little consideration to arrive at a conviction that the version circulated abroad was a trick on the part of the anti-Fascist remnants in Italy or in foreign countries.—*Transocean Kuo Min*.

CRISIS STILL AHEAD

London, Aug. 4.

While the League of Nations approval of the compromise solution in the Italo-Abyssinian dispute is welcomed in Great Britain as a further breathing space, and valuable for that reason, there is a full realisation that the crisis is yet ahead.

Consequently, the interim, between now and September 1 will provide the last chance for winning agreement, and Britain will exert her influence to achieve this end.

That the British Government fully apprehends the critical state of affairs was made clear in a broadcast address by Mr. Anthony Eden, the British Minister for League of Nations Affairs, when he stated:

"We have named the day by which negotiations must succeed.

WAR VETERANS LEAGUE

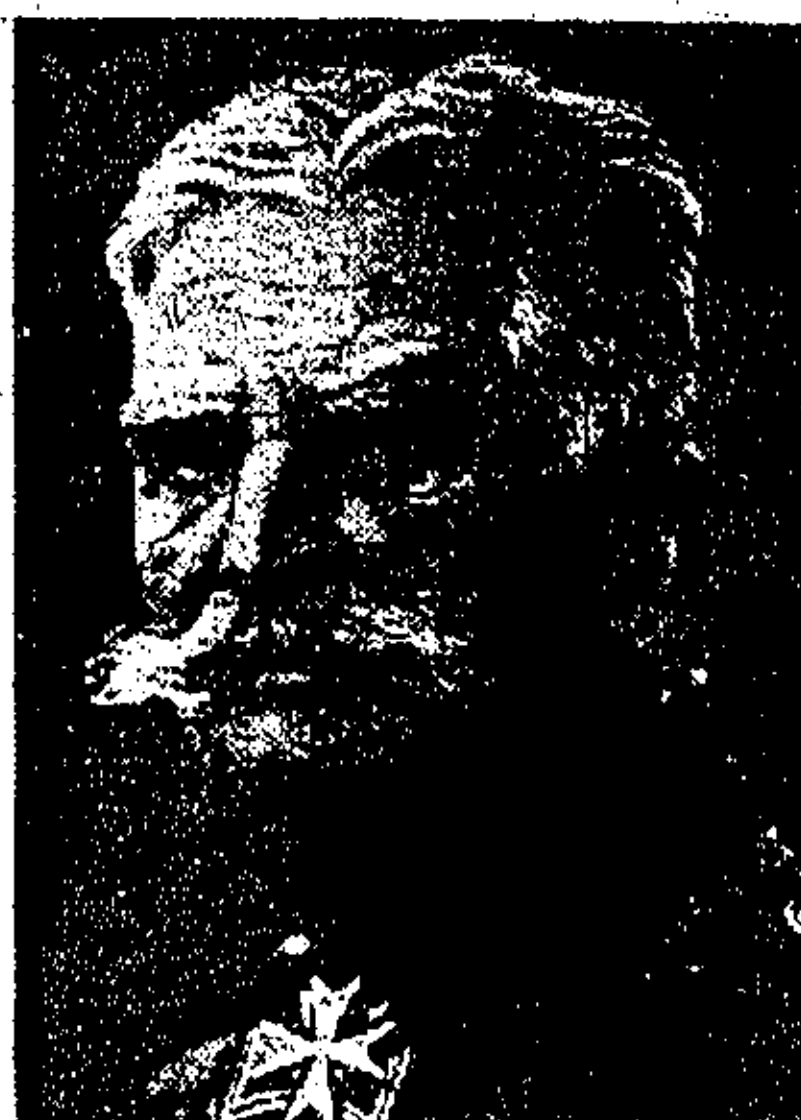
Mackensen Resigns Position

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1924. Received, August 5, 1.30 p.m.)

Berlin, Aug. 5.

The famous World War General, Field Marshal von Mackensen resigned the Honorary Chairmanship of the National Socialist War Veterans League which was the former Steelhelmet organisation.



Field Marshal von Mackensen

Announcing the step to old comrades in an open letter published by the papers on Monday, it stated: "The most important aim of the old Steelhelmet organisation has been attained with the reintroduction of general compulsory military service in Germany which was realised through the law decreed by the Reich Government on March 3, 1935."

After thanking former Steelhelmet comrades for their loyal co-operation throughout the most difficult post-war period, General Mackensen reveals reasons for his step by declaring that after due consideration he decided that the continued existence of associations to which no special tasks can be assigned is no longer feasible in view of the unification of Germany always aimed at by Chancellor Hitler.—*Transocean Kuo Min*.

HWA PENG SAFE

Shanghai, Aug. 3.

The Min Seng Steamship Company's steamer Hwa Peng, which was reported to be missing for several days, arrived safely at Chuanchow and is proceeding to Shanghai to-day.—*Reuter*.

If they do not, the League Council will have to discharge the obligations placed upon it by the Covenant.

"There is no question of shirking the difficulty or of mere acquiescence in dilatory manoeuvres," he declared.

VERBAL INGENUITIES

The "Sunday Times" said the League compromise retained the essential principles of League responsibilities. The negotiators, it goes on, have had recourse to numerous verbal ingenuities through the dispute coming under League auspices, and notably in making connections with Geneva. Though they seem on paper as indirect as possible, the connections between the negotiators and the League remain all the same.

To ignore the Council's duties in handling the matter could deal the League system a stinging blow, and such an omission would unquestionably have repercussions in international disputes of the future which might well prove disastrous to the peace of the world, the paper concludes.—*Reuter*.

THROUGH ITALIAN EYES

Rome, Aug. 4.

This is how Italy's attitude to the League of Nations is seen through Italian eyes to-day, writes "Reuter's" correspondent.

Abyssinia is Mussolini's strong card. Upon it he is determined to stake everything.

If he wins, his name will go down to posterity as greater than Julius Caesar; if he loses, it will mean an entirely new orientation of Italian politics.

The stakes are so big that they have set fire to the whole Fascist mind, and imagination, and no tactics of the League of Nations or Great Britain or France through the Treaty of 1902 will prevent Italy from playing this high card.—*Reuter*.

RECENT AIR CRASH IN CANADA

Mrs. Brock and Mr. Sloan Among the Killed

Vancouver, Aug. 5.

The aeroplane crash on Alta Lake last Wednesday which resulted in the death of Dr. Reginald Walter Brock, the eminent geologist and Chairman of the Harbour Commission, together with the pilot of the machine has claimed another two victims, bringing the death toll to four.

It has since been revealed that Mrs. Brock was also a passenger in the ill-fated machine.

Mr. David Sloan, manager of the "Pioneer Times" who was seriously injured in the crash, has since died in hospital. Mrs. Brock was among the killed.—*Reuter*.

The following tribute from Lady Southern appeared in the Press after the receipt of the earlier cable announcing the tragedy:—

The news of the tragic death of Dr. R. W. Brock, the eminent Canadian geologist, in an aeroplane accident comes to his friends with a shock of irreparable loss. Apart from his distinguished career as a scientist, Dr. Brock was a man of wide outside interests and sympathies. Contact with him spelt inspiration, exhilaration—broad horizons opened out.

His visits to Hong Kong, when he was carrying out the Geological Survey, left an ineradicable mark, and those of us who were fortunate enough to pick up the threads of friendship again in his beautiful home on the shore of the Pacific, found an ideal welcome from him and from Mrs. Brock and their sons. A happy atmosphere of perfect family life of kinship with the world of books and art and science, of active sympathies with every form of social work for the commonweal, all this was to be found in the home of the Brocks.

And to this was added the magic touch of humour. One could listen spellbound to Dr. Brock's stories of his adventures in the wild. He was an intrepid mountaineer and he had a rare feeling for mountain and forest creatures that made friends with him in a remarkable way. Fearless whether in the pursuit of his profession or in the war, where he won great distinction, or in the championship of right against wrong, Dr. Brock stands out as one of those who leave the world much poorer for his passing. To his family the deep sorrow of his friends goes out in fullest measure.

KILLING THE LANGUAGES

Minister Criticises Universities

A hint that the Universities are behind the times in the teaching of modern languages was given by Mr. H. Ramsbotham, Parliamentary Secretary to the Board of Education, at an educational conference at Watford recently.

"Our secondary schools are, to a large extent, dependent upon the Universities for the supply of teachers of French, of German, and other modern languages," he said. "But many of those who have taken honours at the Universities in Modern Languages seem to be poorly equipped to teach them as living languages, and I cannot think that they have ever really learnt them as such."

"If so, may not one reason be that, too much of the budding teacher's time at the University is devoted to philology and to the study, for instance, of Medieval French? Is this really necessary? I do not suppose that one teacher in a thousand keeps up his knowledge of Medieval French, nor does one child in a hundred thousand require to be instructed in it."

"I should be grateful if those who come from the Universities to teach a modern language in a State-aided school could have more time and encouragement to learn it as part of a living, and not a dead civilisation."

Mr. Ramsbotham pointed out that in this country the Universities were not beholden to the Board of Education for stipend, and suggested that this fact explained the long delay which had occurred in the reform of the Matriculation Certificate.

"True, it may have many conveniences," he said, "but our secondary schools have for years complained of its effect on their curriculum, for it has acted like a magnet to deflect their educational compasses."

"The Matriculation Certificate has certainly exercised a strong pull on scholastic tides, and its influence has not been altogether beneficial."

JOURNALIST IN HANDS OF BANDITS

Peiping, Aug. 5.

It is understood from very reliable quarters that Mr. Gareth Jones, the British journalist who was captured by bandits masquerading as the Peace Preservation Corps, has been taken across the border into Jehol by the captors, but the emissaries of the Chahar Government are still in contact with the bandits.

The Chinese authorities are confident of being able to get Mr. Jones out very soon.—*Reuter*.

JAPAN TAKES EXCEPTION

Protest Lodged

New York, Aug. 4.

It is reported that the Japanese Ambassador at Washington has been instructed by cable from his Home Government to protest to the State Department, against a cartoon appearing in "Vanity Fair" popular society and national news magazine, which has caused indignation amongst the local Japanese population.

The cartoon bears the caption: "Unlikely Historical Situations." It represents the Emperor of Japan dragging a gun-carriage upon which is mounted the rolled certificate of the Nobel Peace Prize.—*Reuter*.

MENIAL OCCUPATION

New York, August 5.

It is reported from Washington that Ambassador Saito is unable to say whether he will lodge a formal protest against the caricature until after discussion with his staff department.

Japanese resentment appears to be directed not against the joke about the peace prize but the fact that the Emperor was drawn engaged in what is considered to be a menial occupation in drawing a gun carriage.—*Reuter*.

RARE PRINTS FOR THE LOUVRE

Bequest Of Rothschild Collection

By the will of the late Baroness Edmond de Rothschild the celebrated collection of old prints and drawings, which belonged to her husband has been left to the Louvre.

The collection is regarded here as equivalent in importance to the Wallace Collection in London. It contains about 20,000 prints, including rare specimens of the Italian, German, Dutch, and French schools, sufficient in themselves for the foundation of a museum of engraving at the Louvre. The drawings belong to all periods from Renaissance to the eighteenth century, and include not only works by the Italian masters and by Dürer and Rembrandt, but a remarkable collection of drawings made during the French Revolution. Among these is the well-known drawing by David of Marie Antoinette on her way to the scaffold.

The Council of the Louvre Museum have decided to petition the Prime Minister and the Ministers of Finance and Education to restore to their keeping the part of the Louvre known as the Pavillon de Flore, which is now occupied by financial services, and notably by the department which

THE HEART OF A GOOD COCKTAIL

WELL EQUIPPED ARMY

Belgian Needs Stressed

(Special to "Hong Kong Daily Press")

Belgium must have a thoroughly well equipped army capable of taking the field fully mobilised during the first few days after declaration of war. This demand was the essence of a speech delivered over the radio by War Minister Devezé in commemoration of the opening of the World War.

In future conflicts Belgium will put her troops into action immediately at the frontiers and not in the hinterland declared the Minister, expressing confidence that complete solution of the defence problem would make future attack against Belgium more than improbable.

The Minister concluded the broadcast by appealing to the Belgian people to recognise this necessity and show understanding for material sacrifices that must be demanded for the purpose of national defence.—*Transocean Kuo Min*.

SOVIET ALARM

At "Divorce Evil"

The "divorce evil" is causing serious anxiety in high places. It is expected that steps will be taken shortly to restrict the great liberty in this respect so far enjoyed by the Soviet population.

"It is high time," says the official newspaper, "Izvestia," to declare frivolity in family affairs a crime and unfaithfulness an offence against the morality of the Socialist régime."

In the city of Moscow last year there was one new marriage for every 80 inhabitants. But there was also one divorce for roughly every 200 inhabitants. In the first five months of 1935 the number of divorces equalled 34.3 per cent of the new marriages registered. In May, with 2,040 Moscow divorces, this percentage reached 44.3.

The "Izvestia" declares that all adults in Moscow have been married on an average 1.3 times. There are far more divorces, it adds, of middle-aged couples than of young persons.

The worst problem arises in regard to the children. Nearly two-thirds of the couples divorced in Moscow have children, but only about 10 per cent make arrangements for their support. The Soviet courts spend much of their time in hunting for runaway fathers who have meanwhile founded new families in distant towns.

Issue of prizes won in the national lottery. This building, it is considered, would be the only appropriate setting for the Rothschild collection.

U.B. BREWERY STRIKE

Director Arriving From Japan

Shanghai, Aug. 5.

Mr. Frith Job Hoehnke, director of the U. B. Brewery is arriving to-morrow from Japan to negotiate for a settlement of the strike. Last Wednesday afternoon the factory was transformed into an armed camp when heavily armed police forces guarded the plant and 40,000 empty bottles, seizure of which would probably have caused bloodshed.

Trouble started when 179 employees were given notice of dismissal during the next three months. They immediately called a strike to enforce their demand to be retained. Since then negotiations have been proceeding for an amicable settlement.—*Reuter*.

COUNTING MACHINE 300 YEARS OLD

'Napier's Bones' For Sale

Many people will probably be puzzled by an announcement which appeared in the classified advertisements column of "The Daily Telegraph," offering for sale a set of "Napier's bones."

This is not, as might be expected, a reference to some grim anatomical relic, but to a collection of rods inscribed with figures, invented in 1617 to facilitate the multiplication and division of numbers. They are named after their inventor, John Napier of Merchiston, better known for his discovery of logarithms, which eventually superseded the use of the "bones" for calculations. There are believed to be very few of these interesting relics extant.

This is typical of the interest that is always present in such announcements (of which "The Daily Telegraph" carries more than any other newspaper), and should serve to whet the appetites of many collectors.

NEVER HEARD OF IT!

The latest little batch of "howlers" gathered from examination papers reveals the usual infant perplexities in face of the mysteries of life, literature, and history.

It is refreshing to hear—it is not altogether untrue, either—that the Pilgrim Fathers were a band of Quakers, that the Fire of London burnt down all the old residents, and that the headquarters of the League of Nations are in Scotland Yard.

These answers betray a mingling of sense and ignorance. But the summarising report says that none of the children knew anything of the Battle of Marston, nor even of the angels.

Well, that too is perfectly natural. More than twenty years have passed! To the young Mons ranks with Baladava, Waterloo, Elbenheim, Crécy, Hastings—all the old victories that are part of the dim past.

FINE GAME AT LORD'S

Eton's Struggle To Save The Match

(Special Air Mail Service)

London, July 18.

The annual match between Eton and Harrow, which was concluded here yesterday, resulted in a drawn game, but the honours fairly rested with Harrow. In each innings they had been threatened with disaster, and had fought back finely, refusing to be throttled down into passive defence. Indeed, throughout the match they gave the impression of a side determined to go all out for victory or perish in the attempt.

Their attack was collectively better than Eton's, though they had no bowler as dangerous as Rees-Davies. In batting they were probably less sound than their rivals, but they had more strokes and were readier to play them. Studd's innings stood out by itself in the match.

Eton were certainly a better side than they looked yesterday, but their batting is in danger of becoming seriously infected by the modern views of two-shouldered defence. The elder Mann showed admirable nerve and resource in the crisis of the evening, but Collins's case for movement and stroke-play perhaps left the happiest impression.

The first half-hour saw some steady and competent batting against bowling of the same calibre. Kaye made an occasional ball come back sharply, while Bond ran several away; off one Kerrison profited by an unsuccessful piece of jugglery between first and second slip, while off two more the ball sped for four between slip and wicket-keeper. Neither bowler used or needed an extra cover.

Eton were climbing into comfort when Kerrison lifted his head and was bowled trying to drive Duveen; the wicket had added 72 invaluable runs. Back came Bond and Kaye, the former to bowl with commendable fire and no great luck, the latter less accurate in direction than the new ball warrants. But it was he who got the wicket, and Cassavetti, playing forward, as is his wont, with overmuch right hand edged a length break-back into his stumps. He had served the state well and played very competently on the on-side. Bond's ill-luck pursued him, and at 12.30 we saw Duveen and Carris, hardly an ideal contrast, on together.

A GREAT CATCH

Eton, it seemed, could now well afford some enterprise, but though Collins, who stands and moves like a cricketer, seemed willing enough, the Eton captain was rather full-chested and impassive. Just as the game seemed drifting into an "impasse," Duveen made a grand catch, and that from a hard drive by Collins, who had played an innings of unquestionable promise, and eight wickets were down for 261.

It was open to speculation, whether Eton would sacrifice their last two wickets in order to get Harrow in for a nasty twenty minutes before lunch: they did not go so far as that, but Fisher did begin to attack—the bowling, and with Kaye's field well-nigh divided between off and on runs, though the gaps were coming at a good rate, when Duveen, diving to his right and falling on his shoulder, made a glorious catch at cover point.

The two Eton fast bowlers inculcatedly decided to prefer a little quiet batting practice to ten minutes' assault on Harrow before lunch, and the stream of early lunchers wended its way to the tents on the practice-ground, secure in the knowledge that nothing that mattered could now possibly happen till 2.15. Wild, having curbed his not inconsiderable hitting powers for twenty minutes, holed out quietly at second slip just before 1.30.

Of the Harrow bowlers Kaye was much the most successful, but Bond deserved nearly as many wickets, and had heart-breaking luck with the ball that moved down the hill and beat the bat. It might have paid to give him a chance from the Pavilion end. Duveen was steady and intelligent, without looking dangerous. Considering the difficulties of the surface, the Harrow fielding was lively and good. Duveen's two catches will be long remembered. Whether they let a good number of byes, mainly on the leg side, but wicket-keepers, who are the only real judges of their own mystery, approved of his method.

ETON JUBILANT

There were early thrills after Eton's first wicket, when Rees-Davies first

over Carris, survived a concerted appeal for a catch at the wicket. Wilson had his stumps scattered to the winds, and in his third over Carris cut a Hising ball so hard that appeal was superfluous. Harrow had their backs now verging on a wall, and when Turnbull, who had shaped quite well, edged a length ball to give Fisher his second, and Rees-Davies, his third wicket, with the total no more than 25, Eton were jubilant. Rees-Davies was bowling with rare fire and commendable accuracy, but the wicket was so good that he had only made one ball lift to irregular height; this hit Studd on the shoulder, but did not deter him from hitting the next firmly past cover for 4.

The Harrow captain, indeed, looked thoroughly undismayed, and from the start took the eye with his unfashionable readiness to play forward and off drive: his one weakness was a tendency to get off the line of and so miss the ball wide of the leg stump. At 3.20 the next sensation occurred: from a full pitch, from the younger Mann (Pavilion end) Studd gave a very difficult chance to deep square leg: two balls later he fell over in playing forward, and hurt his knee, and the very next ball should have been easily run out by cover point, but the return was a very wide yorker!

Whenever he dropped one the right length, Mann looked threatening to either batsman, but as a rule the margin of the length was materially wider than his father's back, and the Harrovians thankfully helped themselves to a series of fours. Before 4 p.m. Harrow had reached 100, and Studd 50, and repetition of their first innings' recovery seemed well on the way.

Such Harrow hopes received a rude shock when Stogdon, who had made some fine strokes, but never looked too secure, was bowled playing no particular stroke at all, and Wild found a length ball to go up the hill through Joynson's "open gate." Undeterred by the increasing burden on his shoulders, Studd never wavered; two grand drives off Rees-Davies went racing past mid-off to the Pavilion bank, and tea at 4.30 saw Harrow 85 ahead with half their wickets to fall.

AGGRESSIVE BATTING

Tea failed to reanimate the Eton attack, and some loose bowling encouraged Studd to make more fine drives, and Watson to forget the early anxieties through which he had fought with credit. Indeed, by 5.15 Harrow were attacking the ball with an aggression that suggested that they were the attacking side: 60 runs came in less than forty minutes, the elder Mann supplying the major quota.

The second 100 came before 5.30 p.m., and then Watson hit against a short legbreak, with the off-side gaps yawning for the 4 that would have given him his 50, and returned it quietly to the younger Mann. He had played a valuable and most gallant innings. Studd's 100 (his fourth this season) and declaration followed immediately; he had played a grand innings both for his side and as an entertainment, and in these "safety first" days it is a real delight to see a school captain take fortune by the beard, and a batsman recognise a half-volley for what it has always been and, pace many moderns, still is.

There were 105 minutes left when Eton went in with 157 runs needed for victory. Forty minutes later there were still 130 needed. Jackson had fallen to a horrid ball from Kaye that went up the hill like a flash. Harrow had bowled very steadily, and Eton had shown no inclination to go for the runs. With an hour to go Jackson seemed to feel that he was well enough in to launch an attack; he played a fine forcing stroke past mid-off for four, and then went for an off-drive only, to fall to another magnificent catch by Duveen, who dived at the ball at cover.

UP AGAINST IT

The next ball knocked Macindoe's off-stump out of the ground, and the applause, which so far had been ironically perfunctory, burst into partisan violence, to be soon renewed when Kerrison walked towards point to play a straight length ball towards square-leg, missed it and was bowled. Mann junior joined his senior, moved down the pitch to his third ball and missed it; the umpire's condemnation may be taken as evidence that Duveen had straightened the ball. With half their side out for 48 and fifty minutes still to go, and Kaye and Duveen bowling with real accuracy, Eton was really up against it. Mann was out in a way probably unprecedented in cricket. He had played a ball of Duveen's down onto his crease, then turned and tapped it back presumably to give it to the wicket-keeper; it hit the stumps and Newman had no option but to give him out: "bowled."

LAWN BOWLS

Rain Stops Game

The friendly Lawn Bowls match played yesterday between the H.K.F.C. and I.R.C. was completed on account of rain. H.K.F.C. were two shots ahead when play was stopped. The scores were as follows:—

G. Stephens	M. R. Abbas
P. Morgan	M. el Arcull
E. J. Edwards	D. M. Khan
F. Tuck	A. R. Minu
(Skip).....12	(Skip).....9
J. Dobson	A. K. Minu
S. Strange	S. M. Rumjahn
L. De Rome	M. Adal
F. Haynes	A. M. Rumjahn
(Skip).....11	(Skip).....14
J. H. Gelling	A. H. Madar
F. H. Glover	A. M. Rumjahn
A. Jackson	A. H. Rumjahn
A. Brooksbank	A. R. Dallah
(Skip).....11	(Skip).....9
Total.....34	Total.....32

dence that Duveen had straightened the ball. With half their side out for 48 and fifty minutes still to go, and Kaye and Duveen bowling with real accuracy, Eton was really up against it. Mann was out in a way probably unprecedented in cricket. He had played a ball of Duveen's down onto his crease, then turned and tapped it back presumably to give it to the wicket-keeper; it hit the stumps and Newman had no option but to give him out: "bowled."

The Harrow fielders crowded in on the batsmen. Kaye and Duveen went on bowling a length, Cassavetti gave a chance at the wicket with 12 minutes still to go, and then Collins broke the tension by glancing Kaye to leg for four and hitting the next two balls gloriously through the covers; and the game was over.

HARROW

First Innings	
B. D. Carris, b Rees-Davies	11
G. R. R. Wilson, c Macindoe, b Rees-Davies	43
M. T. Turnbull, c Jackson, b Rees-Davies	0
P. M. Studd, b Rees-Davies	4
G. A. Stogdon, c Rees-Davies, b Macindoe	43
W. R. H. Joynson, b Wild	68
M. D. Watson, c Jackson, b Macindoe	1
M. A. C. P. Kaye, c Rees-Davies, b Wild	8
A. H. C. Duveen, c and b Rees-Davies	18
R. N. Bond, c J. P. Mann, b F. G. Mann	15
R. E. Whetherly, not out	16
Extras	24
Total	249

Second Innings	
B. D. Carris, c Fisher, b Rees-Davies	2
G. R. R. Wilson, b Rees-Davies	0
M. T. Turnbull, c Fisher, b Rees-Davies	7
P. M. Studd, not out	100
G. A. Stogdon, b Macindoe	33
W. R. H. Joynson, b Wild	1
M. D. Watson, c and b J. P. Mann	48
M. A. C. P. Kaye, not out	15
Extras	15
Total (6 wks. dec.)	204

ETON	
First Innings	
F. G. Mann, b Kaye	10
J. B. Jackson, c Duveen, b Kaye	0
J. A. B. Dickson, run out	40
D. H. Macindoe, c Carris, b Duveen	43
A. J. S. Cassavetti, b Kaye	49
J. P. Mann, b Kaye	19
R. G. G. Kerrison, b Duveen	34
V. Collins, c and b Duveen	33
B. M. Fisher, c Duveen, b Kaye	33
V. L. Wild, c Wilson, b Kaye	8
W. R. Rees-Davies, not out	27
Extras	27
Total	298

Second Innings	
F. G. Mann, b Duveen	37
J. B. Jackson, b Kaye	0
J. A. B. Dickson, c Duveen, b Kaye	23
D. H. Macindoe, b Kaye	0
A. J. S. Cassavetti, not out	5
J. P. Mann, lbw, b Duveen	0
R. G. G. Kerrison, b Duveen	13
V. Collins, not out	15
Extras	12
Total (6 wks.)	94

BOWLING ANALYSIS	
Harrow—First Innings	
Rees-Davies	20
Wild	19
Macindoe	24
J. P. Mann	18
F. G. Mann	4
Eton—First Innings	
Bond	28
Kaye	37

U. S. BASEBALL

Giants Continue To Win

New York, Aug. 4.

The New York Giants' baseball team continues to increase its advantage over the other competing clubs and a double-header today gave them another two victories, their opponents being the Boston Braves.

The Giants had their opponents completely out-played in the first game but in the second the Braves actually registered more hits than did the New York outfit but the Boston club could only convert eight hits into one run while the Giants scored three runs from seven hits.

The Chicago Cubs, second to the Giants, shared a double header with Cincinnati Reds while St. Louis Cardinals, who were third, twice won from the Pirates and now displace the Cubs.

The Dodgers and the Phillies were engaged in a double header, the honours being shared.

Detroit Tigers also continue to increase their lead in the American League, winning from the Cleveland Indians while the New York Yankees, their nearest rivals, were beaten by the Washington Senators.

Results of to-day's matches follow:

NATIONAL LEAGUE

Boston	2	6	2
New York	9	12	0
(Wally Berger scored a home run for the Braves and Jackson for the Giants)			

Boston	1	8	0
New York	3	7	0

Brooklyn	4	10	1
Philadelphia	1	8	1

Brooklyn	4	15	1
Philadelphia	5	9	0
(Leslie scored a home run for the Dodgers)			

Chicago	1	6	1
Cincinnati	5	9	2

Chicago	4	9	1
Cincinnati	3	8	1
(Herman scored a home run for the Reds)			

Pittsburgh	3	10	8
St. Louis	4	12	3

(Young scored a home run for the Pirates and Frisch for the Cardinals. There were ten innings)			
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Pittsburgh	5	9	0
St. Louis	6	14	2

AMERICAN LEAGUE

Philadelphia	6	13	1
Boston	7	13	4
(Higgins scored a home run for the Athletics and Cronin and Williams for the Red Sox)			

Philadelphia	4	11	3
Boston	3	6	0

St. Louis	10	11	2
Chicago	2	10	4
(Radcliff scored a home run for the White Sox)			

St. Louis	4	11	1
Chicago	1	9	0
(Burns and Cliff scored home runs for the White Sox)			

New York	10	14	2
Washington	11	12	1
(Selkirk scored a home run for the Yankees)			

Cleveland	0	4	2
Detroit	7	10	0
(Bridges pitched for the Tigers)			

St. Louis	4	11	1
Chicago	1	9	0
(Burns and Cliff scored home runs for the White Sox)			

New York	10	14	2
Washington	11	12	1
(Selkirk scored a home run for the Yankees)			

Cleveland	0	4	2
Detroit	7	10	0
(Bridges pitched for the Tigers)			

St. Louis	4	11	1
Chicago	1	9	0
(Burns and Cliff scored home runs for the White Sox)			

New York	10	14	2
Washington	11	12	1
(Selkirk scored a home run for the Yankees)			

Cleveland	0	4	2
Detroit	7	10	0
(Bridges pitched for the Tigers)			

St. Louis	4	11	1
Chicago	1	9	0
(Burns and Cliff scored home runs for the White Sox)			

New York	10	14	2
Washington	11	12	1
(Selkirk scored a home run for the Yankees)			

Cleveland	0	4	2
Detroit	7	10	0
(Bridges pitched for the Tigers)			

St. Louis	4	11	1
Chicago	1	9	0
(Burns and Cliff scored home runs for the White Sox)			

New York	10	14	2
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Detroit	7	10	0
(Bridges pitched for the Tigers)			

JACK LOVELOCK BEATEN

Special Mile Race

London, Aug. 4.

Jack Lovelock, the New Zealand miler, was again beaten to-day by the sensational Wooderson, of Blackheath Harriers, in a special mile race at Glasgow, before a tumultuous crowd of 50,000 persons.

The Englishman, Wooderson, was well in front of his rival, and his time was four minutes 12 7/10 seconds, as compared with Lovelock's four minutes 15 3/5 seconds.

Lovelock, who recently soundly beat Bonthron and Cunningham, the American mile ace, in the so-called "Mile of the Century," had naturally been looked upon as the fastest miler living. Cunningham holds the record for the mile. But Wooderson showed the New Zealander his heels in a driving finish to-day. The was Britain's "Mile of the Century" and a much more sensational event than that which Lovelock won with ease in America a few weeks ago.

GRUELLING FINISH

Wooderson's victory was not unexpected. He beat Lovelock not long ago in an invitation mile, and the suggestion of some that Lovelock was out of form and that Wooderson's win was a "fluke" was swept away by his impressive repeat win.

Starting from scratch Wooderson and Lovelock raced side by side, following Reave, of the Polytechnic Harriers, who had a twelve yard start, and Riddell, of Shettleton Harriers, who had a thirty-five yards start. Reave, who won, was only five yards ahead of the streaking Wooderson, whose legs moved like pistons in the last terrific drive he made. Wooderson was twelve yards in front of Lovelock at the tape, although the New Zealander was coming at top speed, fully extended.

Reuter.

ROYAL MARINES HONOURED

To Be Buckingham Palace Guards

The Royal Marines, of which the King is Colonel-in-Chief, consider themselves highly honoured in being chosen to provide the guards at Buckingham Palace and other points in the Metropolis during August and September, while the famous Guards engage in Army manoeuvres. The actual guard will muster over 200 of all ranks, while the band accompanying them will be made up to a strength of some 100 men, including the drummers.

The ranks and band units will begin to assemble at Eastney this week, before leaving for London about the middle of August. Detachments will be sent from Plymouth, Portsmouth, Chatham, and Deal, with Lieut.-Col. T. L. Huxton, of Portsmouth, a former adjutant at Plymouth, as the commanding officers. The adjutant will be Capt. R. F. Cornwall, of Chatham.

To the band the Plymouth Division will contribute about twenty musicians, the others being drawn from Portsmouth and Chatham. The musical director will be Capt. P. S. G. O'Donnell, formerly of Plymouth and now of the Chatham Division.

SHIP CUT INTO TWO SECTIONS

Intricate Feat By Repair Company

No new contracts of outstanding importance have been announced from North-East coast repair yards, and no establishment is busy, although one or two have big contracts on hand.

The most interesting is that of the Clydefield at Messrs. Smith's Dock Company, Ltd., North Shields, which is being lengthened by about 30 feet. The vessel has been cut into two sections, and the fore part, weighing about 2000 tons, was moved forward by over 30 feet in the presence of shipbuilding and shipping representative from all parts of the country.

This intricate feat was accomplished with the aid of greased slipways, similar to those used in ship launches, and winches. The process occupied just over an hour, and 6000 feet of wire hawser were used. The dock manager (Mr. J. Paton) kept a careful watch on the movement, and frequent measurements were taken. The next step will be the building in of a new tank 30 feet long, and the joining up of pipes, etc.

MARTELL'S BRANDIES

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Just a little Anzora each morning will keep your hair smart and in place all day long! Anzora is the original British Hair Fixative that millions of men prefer. Refuse substitutes—nothing else is as good as Anzora. Anzora Cream for normal scalps, Anzora Viola for dry scalps. Anzora Brilliantine for glossy hair. At all Chemists, Hairdressers and Stores.

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TO GET RID OF STOMACH TROUBLES

An English Doctor writes:—



"I find that 'Bisurated' Magnesia taken after most of my meals is the only thing that keeps me free from pain and discomfort, and I take it regularly. It often prescribes it for my patients, and have had very good results."

(Signed) Dr. H. G. M.A., M.R.C.S., L.R.C.P.

THE English doctor is the most conservative medical man in the world, and when he not only recommends but personally uses a remedy there can be no more convincing proof of its efficacy. This doctor is but one of many who constantly advise the use of 'Bisurated' Magnesia in all cases of indigestion. Most stomach trouble is caused by acidity, and the reason why 'Bisurated' Magnesia gives quick relief is that it instantly neutralises excess acid and soothes, heals and strengthens the inflamed stomach lining. Nothing could be simpler, safer or surer. If you suffer with indigestion or stomach disorder of any kind put your faith in European science and make an end of your troubles by taking 'Bisurated' Magnesia after eating or whenever pain is felt.



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ADVENTURE UNDER SAIL

Last Of The Frigate Type

Singapore, July 30.

The story of his voyage in the Joseph Conrad and interesting sidelights on the grain ships were told by Mr. A. J. Villiers, the well-known author-seafarer, at the luncheon of the Rotary Club in the Adelphi Hotel yesterday.

He chose as his subject "Sailing a Square-Rigger." Before telling about the Joseph Conrad, of which he is master-owner, Mr. Villiers invited those interested in that type of vessel to visit her at Keppel Harbour before he continued his voyage.

The Joseph Conrad, Mr. Villiers said, was the last of the frigate type of vessels left in the world. He found her by chance a little over a year ago, when he was looking for a barquentine in Denmark. He had become fed-up reading alarming news in the daily papers, and having already been in sailing ships and in the grain trade in Australia, he thought it would be good to "get away from it all" and "forget."

SAVED FROM BREAKERS

He had looked all over the world for a small sailing ship, but found that even the old schooners had been modernised by having engines put into them, and their riggings taken off; so one day he was wandering disconsolately along the waterfront at Copenhagen, when he saw a full-rigged ship coming in.

She had only single topsails, but he overheard a conversation between two men who were discussing her fate as she was to be broken up, and he bought her the same afternoon from the Danish Government, who owned her.

At first he found difficulty in getting a crew with experience in square-rigged ships as very few square-riggers were afloat to-day, but he managed to sign on some fellows in Copenhagen and they proved to be a very good crowd.

ONLY FROM GIRLS

With them he sailed to Ipswich. Having heard a lot of talk about sail-training and "the good old square-rigged ships" he ran a campaign in "The Times," but the only applications he received were from six girls—and he could not very well take them along! He took some young boys from Ipswich, instead.

Having got the ship he had to do something with her. She was too small for cargo; besides, there were enough ships already looking for cargo; so, having written a few books about the sea, he thought he would sail her to America and round the world and write another book.

There was no radio in the Joseph Conrad; in fact, it was a very simple life. The ship had been built about 50 years ago as one of the first iron ships. But she was a very good little vessel, and he sailed her across the North Atlantic in 58 days, although eleven steamers had sunk in a storm during the crossing.

DRIVEN ON ROCKS

In New York he was delayed a month when the ship was blown on the rocks during a blizzard, and some of the boys ran away.

He had to take on some American boys in their place and left New York to sail round the world "which," he said, "is very foolish as everybody now can do it in a liner much more comfortably."

His idea, however, was to sail in the track of the old explorers, wherefore he had to avoid the use of canals and pick up fair winds wherever he could.

He made Rio de Janeiro in 58 days, staying there six days, and then continued to Cape Town past Tristan da Cunha.

IN ICY SOUTH

Leaving Cape Town in the middle of May he sailed for Singapore, but, having a square-rigged ship he had his special problems; for he had to sail with the wind as much as possible, and that took him down in the direction of the South Pole as far as the 42nd South Latitude, where there was a heavy westerly blow right away to Cape Leeuwin in Australia.

But he gave Australia a wide berth as it was the land that worried ships, never the sea. So he sailed north again off the coast to Ball, and from Ball he came up to Singapore in nine days.

He intended sailing to-night or to-morrow for North Borneo, New Guinea, Sydney, New Zealand and so on, always avoiding narrow waters which contained most dangerous currents.

ENGLAND IN TWO YEARS

England would be reached again two years after having set out from there.

Before he had the Joseph Conrad, Mr. Villiers said, he sailed for a considerable time in the grain trade in Australia. Business men here might not know, but there were still a great number of sailing ships in that trade—not because of sentiment (there was no sentiment in that game) but because the sailing ships were able to go to small outports and load at leisure.

He himself had joined in the purchase of the Parma with a crew of 28, eight of whom were apprentices. But underwriters had an erroneous idea that sailing were more dangerous than steamers; in fact, steamers were more dangerous because they went into a number of ports and sailed against the sea whereas the sailing ship sailed with it.

They sailed home with their wheat in anything from two and a half to four months. One ship took as much as seven months; but that was an exception, and in the meanwhile the cargo would have been sold and re-sold several times over by the gamblers on the Baltic Exchange. That was what brokers liked about sailing ships: they stayed at sea long enough for several transactions to be completed!

UNION CHURCH SERMON

(Continued from Page 6)

8. Keep your place: The chair, the side of your bed, the window, a picture on the wall—or anything else which mark the place where you kneel does gather associations. Each small success here makes further success more likely. This is your resting place, your sanctuary, your altar—a place where you expect something to happen. But keep the time and place and keep on, remembering the discipline of perseverance, whether it seems to bring success or no. "He that endureth to the end the same shall be saved."

RELIGIOUS BOOKS

9. Read: If you are taking up seriously tennis, golf, or any sport, you buy a book and copy the professionals. Few people buy religious books. Perhaps few people take religion seriously. There are books of prayers easily obtainable. The words of the saints are at the disposal of all, winged words which have borne men's souls to the very feet of God. I do not think the best words of another, not even the Lord's Prayer, can take the place of your own. But I know from experience that some of these written prayers can become your own, as they match your own experience and develop it.

10. And finally, be comforted: I add this word because I know how hard it is to keep on and on, with little of the confidence, the deep inner peace, the assurance which real communion with God should bring. When you feel no better for having prayed you need to remind yourself that prayer is something bigger than your own nice feelings. I gave you a sentence to repeat when you begin. I now give you one to repeat as you rise from your knees. I have used it so many times when after my "spiritual exercises" my heart has still lacked that assurance: It is a sentence of amazing courage and abounding consolation:

"Hereby shall we assure our heart before Him, whereissoever our heart condemn us, because God is greater than our heart." (1 John II 19 f.)

Say that. That is why you must keep on. That is why you will not lose heart.

Irritability—Sleeplessness—General Weakness—Fatigue—Lack of Appetite and many troubles of the Stomach and Intestines

HOW these strenuous times take it out of you! Is it any wonder your nerves suffer?

Do not allow this condition to continue too long, or you may do yourself irreparable harm—some serious disease may be the result. Your body is crying out for assistance and Sanatogen contains exactly those helpful elements your body needs. Start your course of Sanatogen today, and drink in new health and vitality. Just as the parched earth takes in rain, your overstrained nerves will drink in Sanatogen. Energy will return and soon you will enjoy again that priceless feeling of youthful fitness. Sanatogen has made you thoroughly healthy again!



NERVES?

Stomach Trouble?

A London physician writes:

"A noteworthy effect of Sanatogen is a better appetite, which is generally noticed within three or four days after beginning this nerve food."

One of the many forms in which "nerves" manifest themselves is disorders of the stomach. Digestion—like every other function of the body—is governed by the nervous system. "Heavy digestion," "weak stomach"—all those troubles are in 9 out of 10 cases due to overstrained nerves. That is why Sanatogen often works wonders in all troubles of the stomach and the intestines. And even in the most serious cases of stomach disease Sanatogen is prescribed by the leading physicians, because it not only regulates the functions of the stomach,



but also because it is so easily digestible and gives the stomach a rest. Enjoy your meals again, enjoy life again, by taking Sanatogen. Sanatogen is absolutely trustworthy. Over 25,000 physicians have expressed their admiration in writing.



SANATOGEN

adds health to your system. It conquers nervous conditions by feeding the nerves, is easily digestible and gives new fresh blood.

And that famous medical paper, "The Lancet," says: "There is abundant evidence of the value of Sanatogen as a restorative and food, more especially in cases of general debility."

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If sufficient inducement offers also other ports of call.

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9th Aug. ... M.V. "GERTRUDE MAERSK" ... 25th Aug.
21st Aug. ... M.V. "FERNCLIFF" ...
21st Aug. ... M.V. "H. EIMVARD" ...

(All dates are subject to alteration without notice.)
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GOOD YEAR'S WORK

Reported In London Meeting

The 39th ordinary general meeting of Callender's Cable and Construction Co. Ltd., was held at The Waldorf Hotel, Aldwych, London, W.C., Sir J. Fortescue Flannery, Bt., D.L., M.Inst.C.E. (the chairman), presiding.

The secretary Mr. Howard Foulds, J.P., F.C.I.S., having read the notice convening the meeting and the report of the auditors.

The chairman said: It is my good fortune to present to you once more the report and accounts, and to be able to announce that the trading for the year 1934 has resulted in a profit which permits for the sixteenth time a dividend of 15 per cent. to be paid, with an increase in the carry-forward of £12,141. Although certain of the investments of the company have been disposed of during the year at a profit, credits for this has not been taken into the accounts.

Although the competition which the company has to face has substantially developed, yet, thanks to the efficiency of the production department whose organisation has been most carefully examined and improved, we have been able to meet this competition satisfactorily. The efforts we have put forward and the heavy expenditure we have incurred in order to design and manufacture a super-tension cable of the highest quality are reaping their reward, and the quality and the reliability of the super-tension cables which we manufacture is recognised by the engineers, under whose guidance purchases are made.

The stream of orders generally remains unabated, and the relations between the company and its customers never stood higher than they do to-day. The goodwill of Callender's, although it stands at nothing in the balance-sheet, is a valuable and substantial asset. As regards our subsidiary company, the Anchor Cable Company, the changes we are making at the factory and the new up-to-date machinery we are installing will enable us to meet the change in demands in the nature of the smaller cables required for railway signalling and internal house wiring, and to give prompt delivery.

FACTORY MANAGEMENT

Before I proceed to the analysis of the accounts I must refer to the serious loss which the company has suffered by the death last November of its assistant managing director, Mr. Theodor Petersen. We deplore his death, not only because of the loss to the company's staff, but also because a good friend and kindly English gentleman is no longer with us.

During the year there has been a development in the management of the factories of the company for the purpose of improving the organisation and bringing the personnel of the senior management into closer contact with the members of the board, and the benefit of the change is already obvious.

The number of advisory directors authorised under the articles is six, and recent appointments complete that number, but there are others whose appointment as advisory directors may be required. Your directors, therefore, have summoned an extraordinary general meeting of the company to meet after this annual general meeting to authorize an appropriate amendment to Article 85 of the Articles of Association.

There is no doubt that, from the figures that are published by the Central Electricity Board as to the amount of electricity that is being distributed in the country in ever-increasing quantities, the demand for the manufactures of this company must continually increase, and when it is remembered that, as stated by a Government guarantee of several millions sterling, there was a substantial scheme of electrification of the suburban lines of London, and possible further extensions of some of the main lines of the railway companies running out of London, there appears to be every reason to believe that, in addition to the ordinary normal demand which should maintain our trade there are developments being evolved which should reflect themselves in increasing sales by your company. I think we can look forward to this present year with great hope that, well as we may have done

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

On	Sterling Parity	Aug. 1.	Aug. 3.
Amsterdam	12.10 Florins	7.32 1/2	7.29 1/2
Athens	375 Drachmas	216	
Belgrade	276.316 Dinars		
Berlin	20.48 Marks	12.30 1/2	12.27 1/2
Bombay	1s. 6d. per Rupee	28.35 1/2	29.33
Brussels	35 Belgas	620 S.	
Bucharest	813.568 Lei		
Buenos Aires	47.06d. per Peso		
Copenhagen	18.159 Kroner	15.15	15.13
Geneva	26.29 1/2 Francs	2/1 1/2	
Helsingfors	193.93 Marks		
Hongkong	110 Escudos	36 5/32	36 1/2
Lisbon	20.224 Pesetas	60	60 5/16
Madrid	92.48 Lira	4.98 1/2	4.98 1/2
Milan	50.99d. per Lira	4.95 1/2	4.95 1/2
Montevideo	4.867 Dollars	74 55/64	74 49/64
Montreal	4.867 Dollars	119 1/2	119 1/2
New York	18.100 Kroner		
Oso	124.51 Francs		
Paris	104.75 Kronen		
Prague	26.93d. per Gold		
Rio de Janeiro	34.56 1/2 Schillings		
Shanghai	24.08d. per Yen	30 3/16	30 3/16
Stockholm	34.56 1/2 Schillings	30 5/16	30 1/2
Vienna	24 1/2	34 1/2 100 1/2	
Yokohama	24.08d. per Yen		
Silver (spot)			
Silver (forward)			
War Loan			

Closing Quotations

On LONDON	On NEW YORK
Telegraphic Transfer	Bank Bills, on demand 5 1/2
Bank Bills, on demand	Credit, 90 days' sight, 5 1/2
Bank Bills, 4 months' sight	On demand 7 1/2
Credit, four months' sight	On demand 7 1/2
On SHANGHAI	On demand 7 1/2
On demand	On demand 7 1/2
On SINGAPORE	On demand 10 1/2
On demand	On demand 8 1/2
On JAPAN	On demand 8 1/2
On demand	On demand 8 1/2
On INDIA	On demand 8 1/2
Telegraphic Transfer	On demand 8 1/2
Bank, on demand	On demand 8 1/2

In 1934, we may do equally well or perhaps better in 1935.

The chairman concluded by moving the adoption of the report and accounts.

SIR TOM CALLENDER'S SPEECH

Sir Tom O. Callender, J.P. (deputy chairman and managing director), in seconding the motion, said: It must be borne in mind that we specialise in a very wide range of cable manufacture, from wire for low-pressure distribution, which delivers electricity to the domestic consumer, right up to the maximum voltage that is at present in use. And important part of our business is the manufacture and installation of cable for working pressures of 30,000 and 65,000 volts. To obtain the results for which we have become famous, our Wood Lane Research Department has been of the greatest possible assistance.

Reference has been frequently made in this Jubilee Year to present-day conditions compared with those of 25 years ago, and it would be generally admitted that in the year 1910 any prediction that within 25 years underground cables would develop in the way which is common knowledge to us to-day would have been regarded as fantastic. Notwithstanding this, however, our researches show us that we have by no means reached the limit of development, and it will in future be possible to use our materials for higher pressures and with higher efficiency.

In respect to business generally in this country it is with great pleasure that I confirm the impression generally held as to the improvement of the home trade. Our records show that business is improving. Our marine department secured the important order for the Queen Mary, and this has brought us further orders for cables for ships.

OVERSEAS BUSINESS

Our business overseas is mainly drawn from the British Empire, where we have official representatives who act closely for us and serve our company most efficiently. Our thanks are due to them for what they do. That includes the vast amount of work which we are doing regularly in India. In various cities and towns there we have received contracts for the erection and laying under ground of their supply systems.

Our thanks are due largely to our staff in India, from Mr. Bradshaw through all his assistants downwards, for the loyal and strenuous service which they have given us on contracts which are often executed under very difficult conditions.

In the course of the execution of overhead work in India we have learned a number of details

NOTICE TO MARINERS

Further Harbour Dredging

The Harbour Master has issued a notice to mariners to the effect that in connection with the additional harbour dredging to be carried out, surveying operations will take place from time to time over dredging areas which lie as follows:-

- (1) in the vicinity and north of Buoy A10, A6 and A9.
- (2) between Buoy A7 and A2; A8 and A1; Buoy A1 and a position of 1,000 feet due south of Kowloon Point.
- (3) in the Man-of-War anchorage in the vicinity of south of Buoy No. 3, No. 2 and No. 1.
- (4) in the Fairway not more than 500 feet distant from the north of Buoy No. 28 and No. 27.
- (5) in an area, the corners of which have the following positions:-

Lat. 22° 18' 30" N. 114° 11' 54" E.
Lat. 22° 17' 48" N. 114° 11' 54" E.
Lat. 22° 17' 30" N. 114° 10' 48" E.
Lat. 22° 17' 48" N. 114° 10' 48" E.

Masters of vessels are thereby warned to keep clear of all sampans, motor boats and buoys used on the work which shall carry a red flag and to keep a good look-out for all craft so employed.

which have been very useful, and have enabled us to transport what would be the cumbersome materials required in jungle work under easy conditions of handling. Several valuable patents have been secured herein.

I cannot conclude without making some reference to the work of the staff and assistants who have so loyally helped me in building up the company and in carrying it through. I desire to tender my sincere and hearty thanks, and this is especially the case to Mr. P. V. Hunter, C.B.E., and Mr. Chas. Pipkin, who, under me, are joint managers of the company.

The widespread connections which have been built up and the excellent class of men whom we employ do much to ensure us a continuance of the good business which follows under the name of Callender.

The resolution was carried unanimously, and at a subsequent extraordinary general meeting a resolution was passed altering the articles to enable the board to elect three additional advisory directors. Votes of thanks to the chairman, directors and staff closed the meeting.

PRESIDENT Liners

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

ANNOUNCE REDUCED FARES BETWEEN
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	NOW	FORMERLY
FIRST CLASS	US\$45.00	HK\$180.00
TOURIST CLASS		
PRES. HOOVER & PRES. COOLIDGE	US\$30.00	HK\$ 97.00
ALL OTHER STEAMERS	US\$25.00	HK\$ 98.00
ENCLOSED THIRD CLASS		
PRES. HOOVER & PRES. COOLIDGE	US\$15.00	HK\$ 38.00
ALL OTHER STEAMERS	US\$14.00	HK\$ 36.00
OPEN THIRD CLASS		
ALL SHIPS	US\$10.00	HK\$ 34.00

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DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

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VESSELS DUE

Achilles, B. & S., September 8.
Africa, S.A. Co., August 10.
Agamemnon, B. & S., August 13.
Annapolis, E.A. Co., August 13.
Angrir, Melchers', August 10.
Antenor, B. & S., September 13.
Atsuta Maru, N.Y.K., August 15.
Burdwan, P. & O., September 3.
Calchas, B. & S., August 6.
Canada Maru, O.S.K., August 11.
Canton, Gilman's, August 20.
Canton Maru, O.S.K., August 7.
Changite, B. & S., August 9.
Chenonceaux, Messageries', August 11.
City of Bristol, Bank Line, Sept. 10.
City of Elwood, States Co., Aug. 23.
City of Khios, Bank Line, August 9.
Comte Verde, Lloyd Triestino, August 9.
D'Arctagnan, Messageries', August 24.
Delage Maru, N.Y.K., August 15.
Diomed, B. & S., August 12.
Empress of Asia, C.P.S., September 14.
Emp. of Canada, C.P.S., August 7.
Emp. of Japan, C.P.S., August 30.
Emp. of Russia, C.P.S., August 14.
Fennell, Jebson's, August 30.
General Lee, States Co., August 9.
Ginjo Maru, N.Y.K., August 30.
Glaucus, B. & S., August 9.
Hague Maru, O.S.K., August 19.
H. Elward, Jebson's, August 21.
Helle, Thorson's, August 10.
Himalaya Maru, O.S.K., August 31.
Hozan Maru, O.S.K., August 14.
Isar, Melchers', August 14.
Lion, P. & O., September 8.
Kaiser-i-Hind, P. & O., August 9.
Kulmerland, Jebson's, August 7.
Kutsum, Jardine's, August 13.
Kwansei Maru, O.S.K., August 9.
Manila Maru, O.S.K., September 5.
Mantua, P. & O., September 11.
Maybach Maru, N.Y.K., August 7.
Melbourne Maru, O.S.K., August 6.
Memnon, B. & S., August 30.
Naldora, P. & O., August 7.
Naukai Maru, O.S.K., August 22.
Nankin, E. & A.S.S. Co., Sept. 4.
Neckar, Melchers', August 9.
Noshiro Maru, N.Y.K., August 13.
Panama, E.A. Co., August 6.
Patrocinio, B. & S., August 16.
Pernag Maru, N.Y.K., August 14.
Porthos, Messageries', August 13.
Potomac, Melchers', August 13.
Pres. Coolidge, Dollar's, August 9.
Pres. Harrison, Dollar's, August 16.
Pres. Jackson, A.M. Line, August 9.
Ranchi, P. & O., August 23.
Rajputana, P. & O., September 4.
Rampura, P. & O., August 21.
Rhein, Jebson's, August 21.
Roseville, Bank Line, August 22.
Saale, Melchers', August 25.
Santos, Maru, O.S.K., August 22.
Santitas, B.I. (Apcar), August 15.
Sirdhana, B.I. (Apcar), August 20.
Tahiti, B.I. (Apcar), August 6.
Tai Ping Yang, Dodwell's, August 17.
Tai Ping, Dodwell's, September 17.
Tatsuma Maru, N.Y.K., August 7.
Taybank, Bank Line, August 18.
Teiresias, B. & S., August 28.
Tener, B. & S., August 20.
Tijbadak, J.C.J. Line, August 20.
Tjikembang, J.C.J. Line, August 3.
Tjinegara, J.C.J. Line, August 6.
Tjisaroea, J.C.J. Line, August 13.
Tjisondari, J.C.J. Line, August 31.
Tsuishima Maru, N.Y.K., August 7.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION Co.'s
STEAMER "SOUDAN."

ARRIVED HONG KONG ON
5TH AUGUST, 1935.

FROM ANTWERP, LONDON, GIBRALTAR,
PORT SAID, ADEEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six Hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

Consignees are specially notified that it is necessary for a Bureau Officer to be present at the examination of damaged dutiable cargo.

All Claims against the Steamer must be presented to the Underwriter on or before 25th Aug. 1935, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAACKINNON, MAACKINNON & Co., Agents.

Hong Kong, 5th August, 1935. [3720]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO. LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

CONSIGNEES on Co.'s Vessel
"DEUCALION"
FROM UNITED KINGDOM
VIA SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd Aug.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chipped, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and Noon within the free storage period.

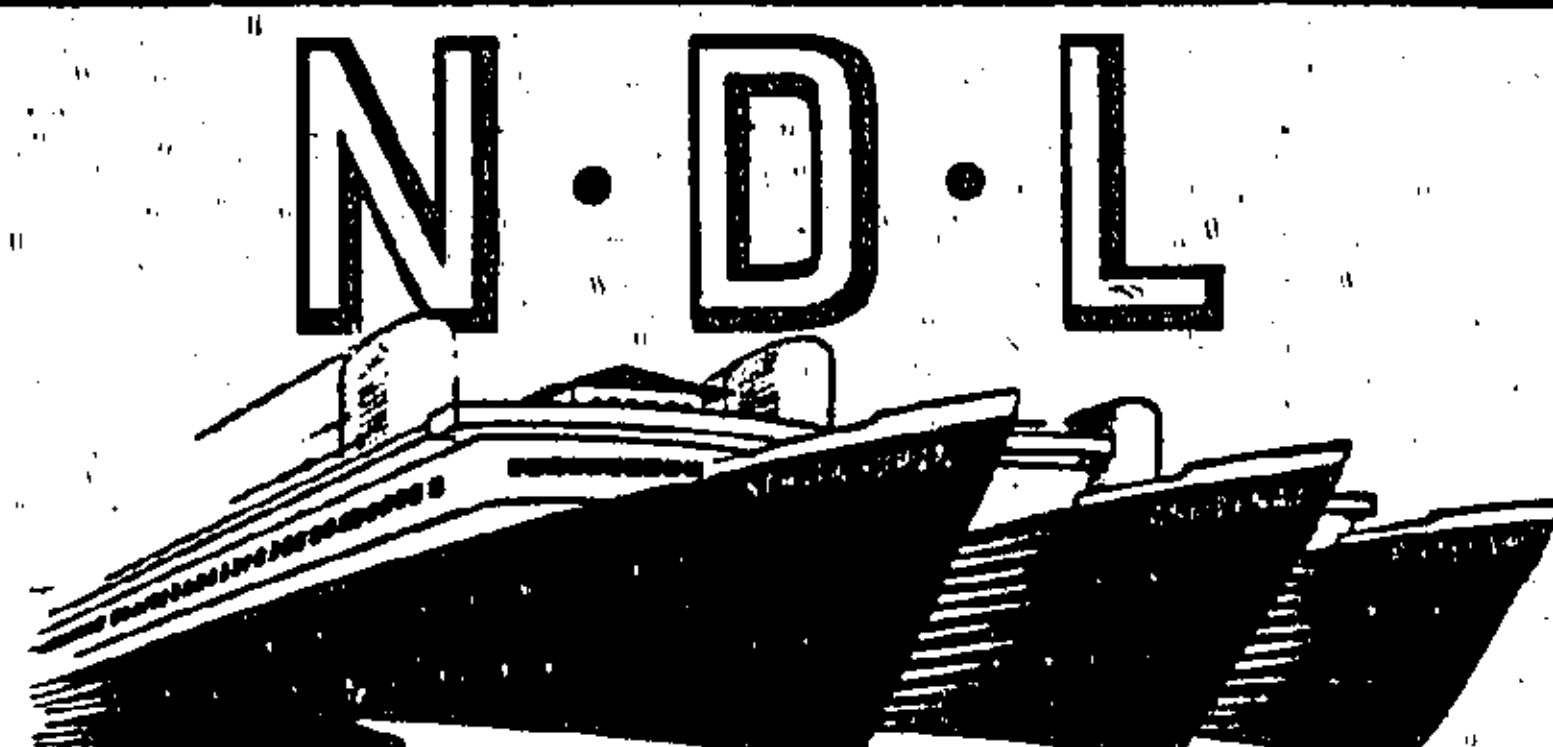
No claims will be admitted after the Goods have left the Godown's Godown, except all Goods remaining undelivered after the 8th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th Aug. 1935, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE

2nd August, 1935. [3710]



FAR EAST EXPRESS PASSENGER AND FREIGHT SERVICE EXPRESS STEAMER

Calling at
Naples, Genoa, Marseilles, Barcelona, Southampton, R'dam, Bremen H'burg
S.S. POTSDAM Sept. 3rd S.S. POTSDAM Dec. 26th
S.S. SCHARNHORST Nov. 21st S.S. GNEISENAU Jan. 23rd

FREIGHT STEAMER

S.S. ANSGIR Aug. 10th to Marseilles, Oran, Havre, Antwerp, R'dam, H'burg, & Bremen.
S.S. ISAR Aug. 14th to Genoa, Marseilles, Oran, Casablanca, Rotterdam, Hamburg & Bremen.
S.S. SAALE Aug. 25th to Genoa, Marseilles, Casablanca, Lisbon, Antwerp, R'dam, Hamburg & Bremen.

ARRIVALS FROM EUROPE

S.S. Neckar Aug. 9th S.S. Oder Sept. 1st
S.S. POTSDAM Aug. 13th M.S. Trave Sept. 13th

HONGKONG/SOUTH SEA ISLANDS SERVICE.
S.S. BREMERHAVEN 25th Aug. to Salamina, Lao, Rabaul, Tulagi, etc.
S.S. FRIDERUN 1st Oct. to Madang, Salamina, Rabaul, etc.

Subject to Alteration without Notice.

For Passage and Freight apply to:-

NORDDEUTSCHER LLOYD BREMEN

Agents:
MELCHERS & CO.

Queen's Building, Chater Rd. Telephone 26378.
CANTON AGENTS: JEBSEN & CO., Shamen, B.C.

BALI AND JAVA

Why leave why not visit BALI & JAVA—the Isles of Romance and Beauty.

Through fares to Europe by steamer all the way or by steamer and Aeroplane combined. Special reduced round trip fares. Through fares to Australia and South Africa.

TO MANILA, MAKASSAR, BALI & SOERABAYA

M.S. "TJISADANE"

6th August, 10 a.m.

TO BATAVIA DIRECT

S.S. "TJISARGEA"

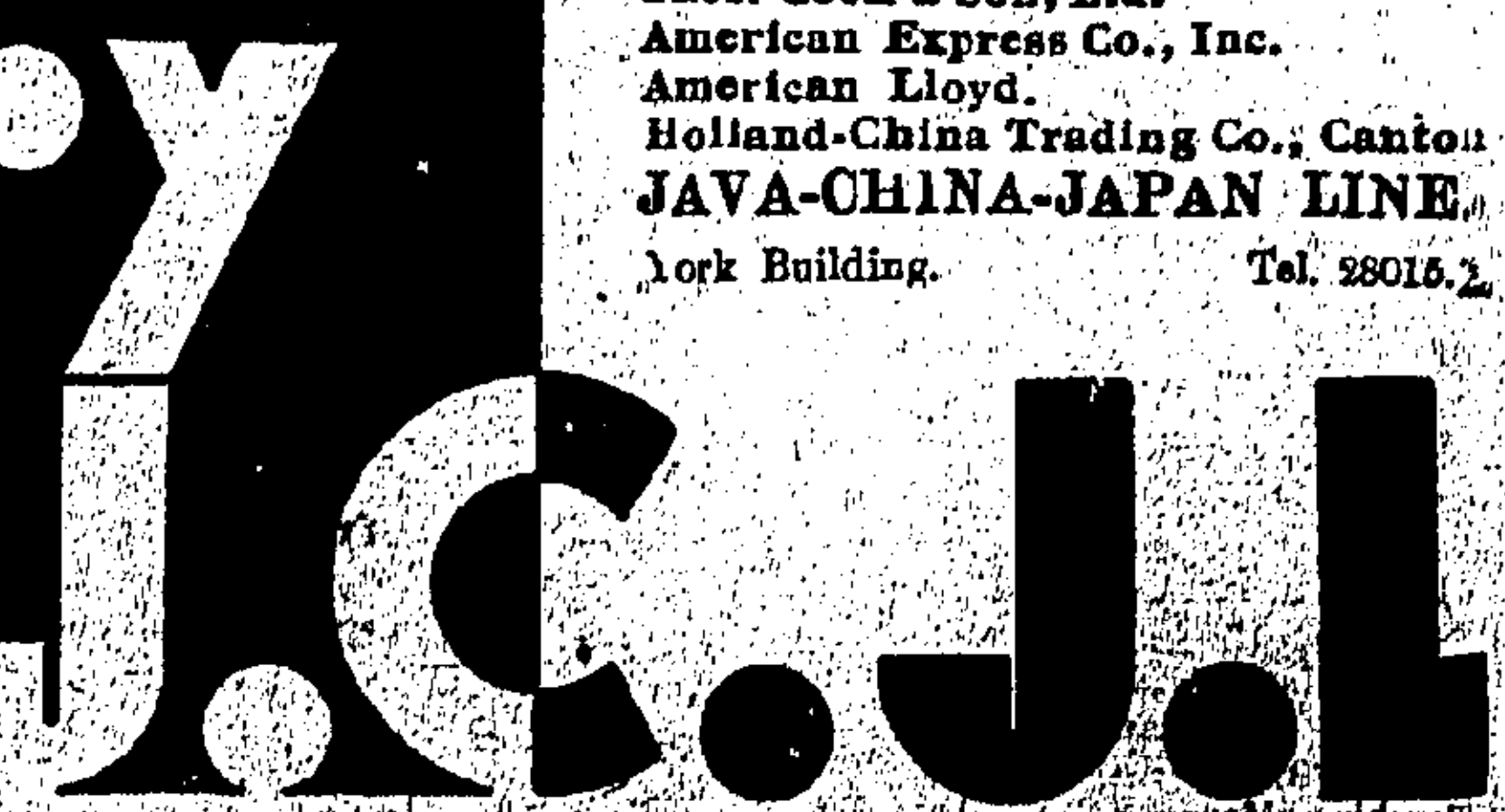
13th August, 11 a.m.

TO AMOY & SHANGHAI

May to September
Special Reduced
Summer Round-Trip Fare
Hongkong/Batavia/Hongkong.
H.K.\$250.

For further information apply:

Thos. Cook & Son, Ltd.
American Express Co., Inc.
American Lloyd.
Holland-China Trading Co., Canton.
JAVA-CHINA-JAPAN LINE,
York Building. Tel. 28015, 2.



CHINA NAVIGATION COMPANY, LIMITED

SWATOW & SHANGHAI	"NANNING"	On 6th Aug. Noon
AMOI & SHANGHAI	"TAIYUAN"	On 7th Aug. 4 p.m.
SWATOW, FOOSHONG, WHEIHAWEI, HAIPOO & TIENSIN	"YUN NAN"	On 8th Aug. 8 p.m.
SHANGHAI & TIENTSIN	"KANCHOW"	On 8th Aug. 3 p.m.
SWATOW, AMOI & SHANGHAI	"KINGYUAN"	On 9th Aug. 3 p.m.
HOIHOW, PAKHOI & HAIPOHONG	"KWANGTUNG"	On 9th Aug. 3 p.m.
FOOSHONG, SHANGHAI & TIENTSIN	"SHANTUNG"	On 11th Aug. 11 a.m.
SWATOW & SHANGHAI	"HUPEH"	On 11th Aug. 3 p.m.
HOIHOW & SINGAPORE	"MOINAM"	On 11th Aug. 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 12th Aug. 8 a.m.
SWATOW & BANGKOK	"KWEIYANG"	On 12th Aug. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 13th Aug. 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 14th Aug. 5 p.m.
SWATOW, AMOI & SHANGHAI	"KIUNGCHOW"	On 16th Aug. 3 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 16th Aug. 3 p.m.
SWATOW & BANGKOK	"KALANG"	On 26th Aug. 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
Telephone 30331.
Agents.

LARGO AND BAGGAGE CAN BE RECEIVED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Maitland, Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.
BRITISH STEAMERS: CHANGT & TAIPING (OIL)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
OPEN AIR SWIMMING POOL
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON & STEWARDESSE CARRIED
Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days
FIRST CLASS FARE TO SYDNEY £70 RETURN
LONDON (via Australia) from £127-15-0.
(Australian Newspapers on file)

STEAMERS	Days Hong Kong	Leave Hong Kong	Leave Manila	Days Sydney
CHANGT	9 Aug.	10 Aug.	23 Aug.	8 Sept.
TAIPING	10 Sept.	17 Sept.	30 Sept.	8 Oct.
CHANGT	11 Oct.	18 Oct.	31 Oct.	8 Nov.
TAIPING	8 Nov.	14 Nov.	17 Nov.	2 Dec.

AUSTRALIAN-ORIENTAL LINE, LIMITED
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For Freight or Passage, apply to— BUTTERFIELD & SWIRE,
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HONG KONG, CHINA & JAPAN.
Telephone 30332.

S.S. BENVORLICH

To EUROPE

Sailing about 10th AUGUST for
LONDON, ROTTERDAM, ANTWERP,
HAMBURG, HULL & LEITH.

For Freight and Passage Apply to
GIBB, LIVINGSTON & CO., LTD.
P. & O. Building.

PRINCE LINE—SILVER LINE

JOINT SERVICE

REGULAR SAILINGS

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BOSTON

AND

NEW YORK

CALLING AT NAPLES

M.V. "SILVERSANDAL" ... Aug. 35th
M.V. "SILVERVEW" ... Sept. 29th
Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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FURNESS (FAR EAST) LTD.
(Incorporated in Great Britain.)
King's Building. Telegram: Furnprince.

Telephone: 33165.

Telegram: Furnprince.

DOUGLAS STEAMSHIP CO., LTD.



SWATOW-HONGKONG SERVICE

Sailings

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S.S. SEISTAN Wednesday, 7th Aug.

SWATOW, AMOI, FOOSHONG AND RETURN.

Sailings Tuesday and Friday

S.S. HAINING Tuesday, 6th Aug. 4 p.m.
S.S. HAIYANG Friday, 9th Aug. 4 p.m.
S.S. HAITAN Tuesday, 13th Aug. 4 p.m.

Subject to alteration without notice.

ROUND TRIP TICKETS are issued from HONGKONG TO FOOSHONG (Peking Anchorage) and return by the same steamer at the reduced rate of £100, including meals while the steamer is at Coast Port.

CANTON-HONGKONG-HOIHOW-PAKHOL.

A Regular Service is maintained by the S.S. HAICHONG

For Particulars of Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

P. & O. Building. Tel. Nos. 43037 and 43038.

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Haining, Douglas, August 6.
Suisang, Jardine's, August 6.
Taishan, B. & S., August 7.
Taishan, B.I. (Apar), August 7.
Fukien Maru, O.S.K., August 8.
Kingyuan, B. & S., August 9.
Canton Maru, O.S.K., August 11.
Anhui, B. & S., August 12.
Taishan, B. & S., August 13.
Taishan, B.I. (Apar), August 13.
Klungchow, B. & S., August 16.
Klungchow, B. & S., August 16.
Klungchow, B. & S., August 16.
Hozan Maru, O.S.K., August 18.
Tjisaroca, J.C.J. Line, August 18.

Chefoo.

Yunnan, B. & S., August 8.
Haining, Douglas, August 11.
Patroclus, B. & S., August 17.
Ermland, Jansen's, August 30.

Fochow.

Haining, Douglas, August 8.
Yunnan, B. & S., August 8.
Haining, Douglas, August 9.
Shantung, B. & S., August 11.
Haitan, Douglas, August 13.
Haining, Douglas, August 13.

Japan (Direct).

Suisang, Jardine's, August 6.
Aluta Maru, N.Y.K., August 16.
Klungchow, B. & S., August 16.
Tyndareus, B. & S., August 22.

Keelung.

Noshiro Maru, N.Y.K., August 8.
Canton Maru, O.S.K., August 11.
Canada Maru, O.S.K., August 11.
Hozan Maru, O.S.K., August 18.

Shanghai and Japan.

Panama, E.A. Co., August 6.
Soudan, P. & O., August 6.
Calchas, B. & S., August 7.
Taishan, B.I. (Apar), August 7.
Nalders, P. & O., August 8.
Duisburg, Jansen's, August 9.
Emp. of Canada, C.P.S., August 9.

President Coolidge, Dollar's, August 10.
Touraine, Thoresen's, August 10.
Chenonceaux, Messageries, August 11.

Neckar, Melchers, August 11.
Dionod, B. & S., August 13.
Potsdam, Melchers, August 14.
Yasakuni Maru, N.Y.K., August 14.

Tsushima Maru, N.Y.K., August 14.
Tsushima Maru, N.Y.K., August 14.
Tsushima Maru, N.Y.K., August 14.
Tsushima Maru, N.Y.K., August 14.

Pres. Jackson, A.M. Line, August 15.
General Lee, States Co., August 17.
Tai Ping Yang, Doddwell's, August 18.

Rantapa, P. & O., August 22.
Sirdhana, B.I. (Apar), August 22.
Emp. of Russia, C.P.S., August 23.

D'Artagnan, Messageries, August 24.
Pres. Lincoln, Dollar's, August 25.
Ermland, Jansen's, August 30.

Hakone Maru, N.Y.K., August 30.
Pres. McKinley, A.M. Line, August 30.
Emp. of Japan, C.P.S., September 6.

SHANGHAI AND VIA PORTS.

Nanning, B. & S., August 7.
Fochow, Jardine's, August 7.
Taishan, B. & S., August 7.

Tjisaroca, J.C.J. Line, August 7.
Kanchow, B. & S., August 8.
Kingyuan, B. & S., August 9.

Chakang, Jardine's, August 11.
Hupei, B. & S., August 11.
Neckar, Melchers, August 11.

Shantung, B. & S., August 11.
Sinkiang, B. & S., August 13.
Norviken, Jardine's, August 14.

Tainan, B. & S., August 14.
Klungchow, B. & S., August 16.
Patroclus, B. & S., August 17.

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Boston and New York.

Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Noshiro Maru, N.Y.K., August 14.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Glaucus, B. & S., September 2.

Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.

Emp. of Canada, C.P.S., August 9.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.

Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.

Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.

Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.

Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.

Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.

Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.

Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.

Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.

Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.

Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.

Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.

Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.

Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.
Emp. of Japan, C.P.S., September 6.

Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang, Doddwell's, August 18.
Nankai Maru, O.S.K., August 23.
Pres. Lincoln, Dollar's, August 23.

Emp. of Japan, C.P.S., September 6.
Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
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Kwansei Maru, O.S.K., August 10.
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Kwansei Maru, O.S.K., August 10.
Pres. Coolidge, Dollar's, August 10.

Yomochichi, States Co., August 10.
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Kwansei Maru, O.S.K., August 10.

Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
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Kwansei Maru, O.S.K., August 10.

Pres. Coolidge, Dollar's, August 10.
Yomochichi, States Co., August 10.
Tai Ping Yang,

CANADIAN PACIFIC ANNOUNCES REDUCED FARES BETWEEN HONGKONG AND SHANGHAI

	Now	Formerly
FIRST CLASS (All ships) ...	US\$45.00	HK\$130.00
TOURIST CLASS		
Empress of Japan	US\$30.00	HK\$ 97.00
Empress of Canada		
Empress of Russia	US\$25.00	HK\$ 88.00
Empress of Asia		
ENCLOSED THIRD CLASS		
Empress of Japan	US\$15.00	HK\$ 37.50
Empress of Canada		
Empress of Russia	US\$14.00	HK\$ 35.50
Empress of Asia		
OPEN THIRD CLASS		
All Ships ...	US\$10.00	HK\$ 34.00

Payable in local currency at current rate of exchange.

Next Sailing to SHANGHAI
EMPRESS OF CANADA
At NOON
FRIDAY, AUGUST 9th.

Sailings to MANILA
EMPRESS OF RUSSIA ... Aug. 15th.
EMPRESS OF JAPAN ... Aug. 30th.

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU ... Wednesday, 14th Aug.
ASAMA MARU ... Wednesday, 4th Sept.
CHICHIBU MARU ... Wednesday, 2nd Oct.
SEATTLE & VANCOUVER.
HEIAN MARU ... (Starts from Kobe) Monday, 12th Aug.
HIKAWA MARU ... (Starts from Kobe) Monday, 2nd Sept.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
HARUNA MARU ... Saturday, 17th Aug.
KATONI MARU ... Saturday, 31st Aug.

SYDNEY & MELBOURNE via Manila and Ports.
KITANO MARU ... Saturday, 24th Aug.
ATSUTA MARU ... Saturday, 28th Sept.
BOMBAY via Singapore, Penang and Colombo.
GINYO MARU ... Sunday, 11th Aug.
+ TOKIWA MARU ... Wednesday, 28th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
HEIYO MARU ... Monday, 9th Sept.
NEW YORK via Panama.
+ NOSHIBO MARU ... Wednesday, 14th Aug.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.
+ DELAGOA MARU ... Thursday, 16th Aug.
CALCUTTA via Singapore, Penang and Rangoon.
+ TSUSEIMA MARU ... Thursday, 8th Aug.
+ PENANG MARU ... Thursday, 16th Aug.
+ HAKODATE MARU ... Wednesday, 28th Aug.

SHANGHAI, KOBE & YOKOHAMA.
YASUKUNI MARU ... Wednesday, 14th Aug.
ATSUTA MARU (Nagasaki direct) ... Friday, 18th Aug.
HAKONE MARU ... Friday, 30th Aug.

† Cargo only.
TEL. 30291



FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI — KOBE.	To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
CHENONCEAUX ... 11th Aug.	PORTHOUS ... 12th Aug.
D'ARTAGNAN ... 24th Aug.	CHENONCEAUX ... 29th Aug.
ATHOS II ... 7th Sept.	D'ARTAGNAN ... 10th Sept.
ANDRE LEBON ... 21st Sept.	ATHOS II ... 24th Sept.
MARCEL JOFFRE ... 5th Oct.	ANDRE LEBON ... 8th Oct.
SPHINX ... 19th Oct.	MARCEL JOFFRE ... 22nd Oct.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.
For Full Particulars, apply to:—
Messageries Maritimes, 3, Queen's Building, 13

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 19,000 TONS;
THROUGH CARGO
18,200 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for Through	H. K.	Ports.
Glenapp.	692	2,430	
Sul Sang.	613	1,308	
Tanda.	2,160	2,664	
Benmacdhul.	2,393	332	
Mau Sang.	4,350	—	
Nanning.	—	300	
Canton.	—	995	
Kanchow.	—	10	
Amoy.	170	340	
Newchwang.	—	—	
Kwai Sang.	391	—	
Hunan.	—	—	
Tongku.	500	—	
Foo Shing.	586	1,178	
Tsingtao.	—	12,330	9,557
Norwegian	—	—	
Pronto.	2,512	—	
Prominent.	800	—	
Holhow.	—	3,312	—
Danish	—	—	
Mulnam.	360	50	
Holhow.	—	360	50
Dutch	—	—	
Tjisadane.	1,156	605	
Amoy.	—	1,156	605
French	—	—	
Tai Poo Sek.	400	—	
Fort Bayard.	—	400	—
Japanese	—	—	
Fukuken Maru.	243	—	
Swatow.	—	5,299	
Arabia Maru.	—	243	5,299
Moji.	—	—	
Chinese	—	—	
Techkam.	375	—	
Holhow.	—	273	
Shun Lee.	—	—	
Amoy.	478	—	
Hai Yuan.	—	433	
Swatow.	441	1,294	706
Total.	19,095	18,217	

ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	11	7
Norwegian	2	1
Danish	1	0
Dutch	1	0
French	1	0
German	0	1
Japanese	2	3
Chinese	3	2
Total	21	14

CLEARANCES

5TH AUGUST.

Fukuken Maru, for Canton
Arabia Maru, for Singapore
Tanda, for Shanghai
Kiangsu, for Bangkok
Shun Lee, for Canton
Kanchow, for Canton
Kaituna, for Hailow
Tai Yuan, for Canton
Kojun Maru, for Port-Redon
Hong Peng, for Swatow
Prominent, for Canton
Swartenhondt, for Shanghai
Kwai Sang, for Canton
Hellas, for Swatow
Mulnam, for Swatow
Glenapp, for Shanghai

SHIPS IN HARBOUR

WHARVES

Kowloon:—Tilawa, Tanda and
Sul Sang.
Holt's:—Glenapp.
A.P.C.—North Point:—Kaituna.
Jardine Matheson's:—Kwai
Sang.
Douglas Lapraik:—Seistan and
Hai Ning.

DOCKS

Kowloon:—Fingal.
Talkoo:—H.M.S. Olympus, Anhui,
King Lee and Chekiang.

BUOYS

No. A5—Kojun Maru.
No. A8—Tjisadani.
No. A11—Nancy Moller.
No. A16—Arabia Maru.
No. B1—Kanchow.
No. B3—Kwai Sang.
No. B5—Prominent.
No. B6—Techkam.
No. B10—Prosper.
No. B11—Pronto.
No. B12—Lyemmoon.
No. B14—Kiangsu.
No. B15—Mulnam.
No. B16—Hellas.
No. B17—Shun Lee.
No. B20—Newchwang.
No. B21—Tai Yuan.
No. B22—Mau Sang.
No. B28—Cape Race.

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

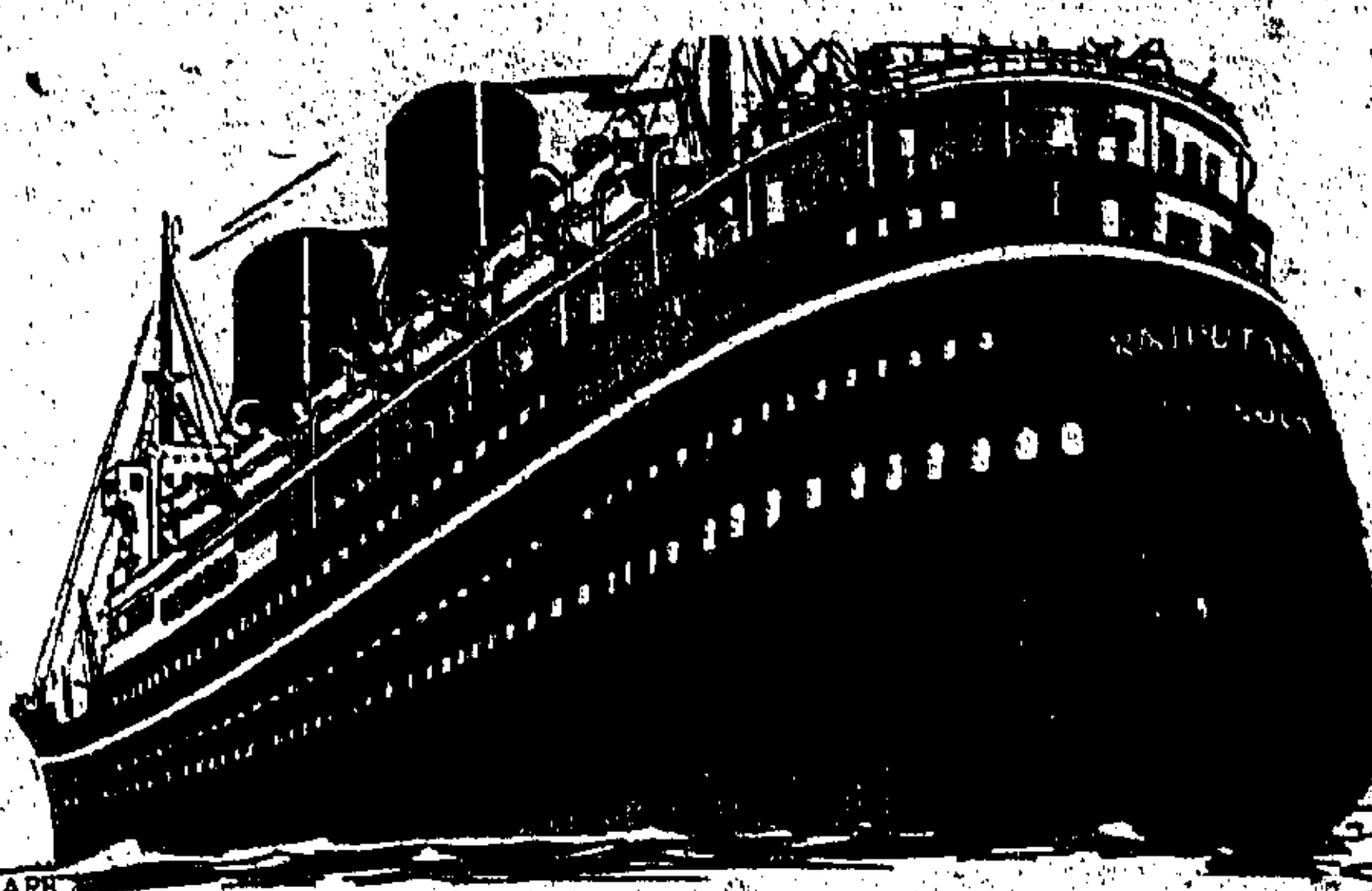
Sul Sang (Br.), Singapore	100
Tanda (Br.), Manila	28
Mau Sang (Br.), Sandakan	109
Kwai Sang (Br.), Swatow	11
Pronto (Nor.), Holhow	18
Prominent (Nor.), Holhow	498
Mulnam (Dan.), Holhow	315
Tjisadane (Dut.), Amoy	101
Tai Poo Sek (Fr.), Port Bayard	54
Fukuken Maru (Jap.), Swatow	11
Hai Yuan (Ch.), Swatow	144
Total	1,379

PASSENGERS

S.S. TANDA

The following passengers arrived in the Colony on Saturday from Australia, via ports on the S.S. Tanda:—
Mr. E. C. Blackburn, Mr. W. A. Jones, Mr. R. Coke, Mr. and Mrs. T. S. Chung, Miss M. Chung, Mr.

and Mrs. Lew Ang Way, Master Roland Ang Way, Miss Rachael Ang Way, Miss Audrey Ang Way, Mr. A. H. Tume, Mrs. Wong Yen and three children, Mr. G. MacDonald, Mr. Wing Yuen Chong, Mr. and Mrs. T. Cummins and three children, Mr. and Mrs. Wong Chik Kwan and six children, Mr. George Ang Way, Mr. Chang Kot, Master Sui Hing, Mrs. Ah Chee and child.



P.O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Queensland Ports and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS under contract with H.M. Government

Steamship	Tons	From Hongkong (About)	Destination
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PENINSULAR & ORIENTAL SAILINGS

KAISAR-I-HIND	11,000	10th Aug.	Bombay, Marseilles & London.
*SHEUTAN	6,000	17th Aug.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANCHI	17,000	34th Aug.	Bombay, Marseilles & London.
*REHAR	6,000	31st Aug.	Bombay, Marseilles & London.
NALDERA	18,000	7th Sept.	Bombay, Marseilles & London.
*SOUDAN	7,000	14th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
RANPURA	17,000	31st Sept.	Marseilles & London.
RAJPUTANA	17,000	5th Oct.	Bombay, Marseilles & London.
*BURDWAN	6,000	19th Oct.	Bombay, Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

* Cargo only. † Calls Casablanca. ‡ Calls Port Sudan.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Symna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,000	6th Aug.	Singapore, Penang, Rangoon & Calcutta
SANTHA	8,000	17th Aug.	
TALMA	10,000	30th Aug.	
SIRDHANA	8,000	13th Sept.	
TAKADA	7,000	27th Sept.	

* Calls Port Swettenham.



Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will feel a new being and even if you are not inclined towards Surfing, Fishing, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you—including 25¢ for your pound.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck Swimming pool, an Orchestra and a fine laundry.

"A Surgeon and Stewardess are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the Gong.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

TANDA	7,000	31st Aug.	Manila, Rabaul, Brisbane
NANKIN	7,000	4th Oct.	Sydney, Melbourne & Hobart
NELLORE	7,000	2nd Nov.	

SAILINGS TO SHANGHAI & JAPAN

*SOUDAN	7,000	6th Aug.	Shanghai, Moji, Kobe & Yokohama
TALMA	10,000	7th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka
NALDERA	16,000	8th Aug.	Shanghai, Moji, Kobe & Yokohama

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.

For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

MACKINNON, MACKENZIE & CO.
P.O. BUILDING, CONNAUGHT ROAD CENTRAL, HONGKONG



SERVICE OF FAST MOTOR VESSELS
(with limited, but exceptionally good passenger accommodation.)

HOME WARDS

To DJIBOUTI, PORT SAID, TRIPOLI, MARSEILLES, ALGERS, ORAN, CASABLANCA, ROTTERDAM (AMSTERDAM), HAMBURG, OSLO, GOTHENBURG and other SCANDINAVIAN PORTS.

M.V. "NAGARA" ... 3rd Sept.

OUTWARDS

To SHANGHAI, YOKOHAMA, KOBE and OSAKA

M.V. "CANTON" ... 30th Aug.

M.V. "SHANTUNG" ... 18th Sept.

Passenger Agents: Hong Kong to Mediterranean

Agents: GILMAN & CO., LTD. G. N. HUYGEN

BANK LINE (CHINA) LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.
UNITED KINGDOM & CONTINENT

S.S. "CITY OF ORAN" ... Havre, London, Rotterdam & Hamburg ... 9th Aug.
S.S. "CITY OF HEREFORD" ... Havre, London, Rotterdam & Hamburg ... 9th Sept.

AGENTS FOR
ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

Loading for Mauritius: Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.

EAST & SOUTH AFRICA ... LUXURIOUS PASSENGER VESSELS.

M.V. "INCOMATI" ... from Calcutta 4th Sept. ... from Colombo 10th Sept.

M.V. "ISIPINGO" ... from Calcutta 4th Oct. ... from Colombo 10th Oct.

M.V. "INCHANGA" ... from Calcutta 4th Nov. ... from Colombo 10th Nov.

Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

AGENTS FOR
KLAVENESS LINE
(PACIFIC COAST—ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES (in 21 Days)
SAN FRANCISCO, PORTLAND AND PUGET SOUND.
M.V. "PLEASANTVILLE" ... 24th Aug.

Issuing through B/L to GULF & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

ALL SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight or Passage on any of the above lines apply to:
Telephone: 27791. **THE BANK LINE (CHINA) LTD.**

HONG KONG TIDE TABLE

From August 5 to 12, 1935.

Day of Week	Date	High Water	Low Water
Tues.	6	10.03	07.12
Wed.	7	11.35	08.35
Thurs.	8	13.25	09.11
Fri.	9	14.66	10.00
Sat.	10	16.15	10.48
Sun.	11	17.25	11.48
Mon.	12	18.30	12.48

HONGKONG METEOROLOGICAL REGISTER

Hong Kong Observatory, August 5.

Previous Day	On Date	On Date
Barometer...	29.44	29.43
Temperature...	74	83
Humidity...	74	83
Wind...	Direction W	Direction WSW
Force...	3	3
Weather...	80	0
Rain...	0.0	0.0

Highest open-air Temperature, 4:30 P.M. 83
Lowest open-air Temperature, 5:30 A.M. 74

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing Showers; J=Squalls; R=Rain; T=Thunder.

HONG KONG AND SHANGHAI BANKING CORPORATION

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$30,000,000

Reserve Funds:
Sterling \$2,500,000
Silver \$10,000,000

Reserve Liability of Proprietors \$30,000,000

Head Office: HONG KONG.

Board of Directors:
S. H. DODWELL, Esq., Chairman.
C. C. KNIGHT, Esq., Deputy Chairman.
Hon. Mr. W. H. Bell, A. R. Compton, Esq., M. T. Johnson, Esq., G. Miskin, Esq., Hon. Mr. J. J. Paterson, T. E. Pearce, Esq., J. A. Plummer, Esq.

V. M. GRAYBURN, Esq., Chief Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

Head Office: LONDON.

Paid-up Capital \$3,000,000
Reserve Fund \$3,000,000
Reserve Liability of Proprietors \$3,000,000

Agencies and Branches:
ALOR STAR, IPOH, SEMARANG, BANGKOK, KARACHI, SEREMBANG, BATAVIA, KUALA, SINGAPORE, BOMBAY, KORE, SHANGHAI, CALCUTTA, KUALA, SITIAWAN, CANTON, LUMPUK, SOERABAYA, CANTON, KUCHING, TAIPING, CEBU, MADRAS, TIENTSIN, COLOMBO, MANILA, TONGKRAH, DELHI, MEDAN, (Buket), HAIPHONG, NEW YORK, TIENTSIN, HAMBURG, PEIPING, YOKOHAMA, HANKOW, (Peking), YAMBOANGA, HARBIN, PENANG, YOKOHAMA, HONG KONG, HANGKOW.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, BROADWAY, NEW YORK.

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Surplus U.S.\$3,155,533.05
Reserves U.S.\$ 970,731.05

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Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

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E. W. DUGGAN, Manager.

MAILS FOREIGN

GOVERNMENT EXAMINATION IN WIRELESS TELEGRAPHY

An examination for the Hong Kong Government Certificate of Proficiency in Wireless Telegraphy, 2nd Class (Restricted), will be held at the Government Wireless School, 1st Floor, G. P. O. commencing on 15th August, 1935. Applications for permission to attend must reach the above address not later than 8th August.

GOVERNMENT WIRELESS SCHOOL

A Refresher Course in Wireless Telegraphy (Theoretical) practical and telegraphy) will be commenced at the Government Wireless School, 1st Floor, G.P.O., about the middle of September next, for existing holders of "Special A" Certificates wishing to qualify for the 2nd Class (Restricted) Certificate. The course is expected to last about two months, and will be limited to twelve candidates. The usual School fee of \$10 per month will be payable. Applications for admission to the Course must reach the above address before the end of August. The exact date of commencement will be notified later. Refresher Courses will be repeated at convenient intervals during the next twelve months for the benefit of those who cannot be included in the above course.

HONG KONG GOVERNMENT RADIO TELEGRAPH SERVICE

It is hereby notified that from the first day of August 1935, the charges for telegrams will be collected at the rate of Dollar 0.65 to equal Gold Franc 1.00.

INWARD MAILS

FROM	DATE	DUE
SHANGHAI and SWATOW	Shanghai	6th Aug.
MANILA	Manila	6th Aug.
ALCUTTA, STRAITS and Air Mail ex Amsterdam - Bandoeng Service (Amsterdam, 27th July)	Tulma	6th Aug.
SHANGHAI and EUROPE via SINGAPORE (London, 18th July)	Calcutta	6th Aug.
JAVA	Tyngora	6th Aug.
MANILA	Emp. of Canada	7th Aug.
SAIGON	Haiton	7th Aug.
JAPAN	Melbourne Maru	7th Aug.
JAPAN	Toshima Maru	7th Aug.
EUROPE via SUEZ (Letters and P.P.s) London, 11th July and London Paris, 4th July	Naldora	7th Aug.
PARIS and SHANGHAI	Taipei Maru	7th Aug.
MANILA	Pres. Coolidge	9th Aug.
SHANGHAI	Ontario Maru	9th Aug.
JAPAN and SHANGHAI	General Lee	9th Aug.
AUSTRALIA and M.	Chang	9th Aug.
JAPAN and SHANGHAI	Kaiser-I-Hind	9th Aug.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 30th July)	Pres. Jackson	9th Aug.
JAPAN	Ginjo Maru	10th Aug.
HAIPHONG	Ontario	11th Aug.
SAIGON	Chang	11th Aug.
STRAITS	Diamond	13th Aug.
SHANGHAI	Agamemnon	13th Aug.
STRAITS	Yamaguchi Maru	13th Aug.
JAPAN	Nishio Maru	13th Aug.
SHANGHAI	Porikos	13th Aug.
SAIGON and STRAITS	Yamaguchi	13th Aug.
CANADA, U.S.A., JAPAN and SHANGHAI (Vancouver, B.C., 27th July)	Kemp of Canada	14th Aug.
JAPAN	Penang Maru	14th Aug.
JAPAN	Delago Maru	15th Aug.
AUSTRALIA and MANILA	Ataria Maru	15th Aug.
AMOI	Sandwich	15th Aug.
SHANGHAI	Tyndarus	15th Aug.
SHANGHAI	Bhutan	15th Aug.
STRAITS	Patricius	15th Aug.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 19th July)	Pres. Harrison	16th Aug.

OUTWARD MAILS

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
Manila, Hongkong and Sourabaya	Tyngora	Tuesday, 6th, 8.30 A.M.
Straits and Calcutta	Tilawa	Let. 8.30 A.M.
Amoy	Sutong	10.30 A.M.
SWATOW	Hydrangea	2.00 P.M.
SWATOW, Amoy and Foochow	Hai Ning	3.00 P.M.
Straits	Calcutta	Wednesday, 7th, 9.30 A.M.
Australia and New Zealand via Brisbane - due Brisbane, 21st August	Melbourne Maru	Parcel Noon, 12.45 P.M.
Straits and Calcutta	Kemp of Canada	Letters 1.30 P.M.
SWATOW	Patricius	Parcel 2.00 P.M.
Amoy	Tai Yuan	Letters 3.00 P.M.
Straits	Yamaguchi	Thursday, 8th, 9.30 A.M.
Hohow, Pakhoi and Haiphong	Yamaguchi	10.30 A.M.
Shanghai, Japan and "EUROPE via Siberia"	Naldora	10.30 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America, and "EUROPE via Vancouver, B.C." (Parcel for Canada only) - due Vancouver, B.C., 28th August	Kemp of Canada	Parcel 5.00 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America, and "EUROPE via Vancouver, B.C." (Parcel for Canada only) - due Vancouver, B.C., 28th August	Kemp of Canada	Reg. 5.15 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America, and "EUROPE via Vancouver, B.C." (Parcel for Canada only) - due Vancouver, B.C., 28th August	Kemp of Canada	Let. 5.15 P.M.
Hohow, Pakhoi and Haiphong	Kwangtung	Friday, 9th, 1.00 P.M.
Letters for "Bandoeng - Amsterdam Air Mail Service" - due Amsterdam, 19th Aug.	Conte Verde	Reg. 1.00 P.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and "EUROPE via Brindisi" - due Brindisi, 30th August	Conte Verde	Reg. 1.30 P.M.
SWATOW, Amoy and Foochow	General Lee	Let. 2.00 P.M.
Manila	General Lee	Reg. 3.00 P.M.
Shanghai, Japan, Honolulu, U.S.A., C. and S. America, Canada, and "EUROPE via San Francisco" - due San Francisco, 29th Aug. - and "EUROPE via Siberia"	Pres. Coolidge	Parcel 3.00 P.M.
Letters for "Imperial Airways Service" - due London, 26th August	Kaiser-I-Hind	Reg. 4.15 P.M.
	G.P.O.	Reg. 4.15 P.M.

ASSAO STORE

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TEL. 59321

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Pacific Panama Atlantic
SAN FRANCISCO BALBOA (Panama) NEW YORK
LOS ANGELES CRISTOBAL (Colon) BOSTON.

NEXT SAILING

M.V. "TAI PING YANG"

ON 18th AUGUST

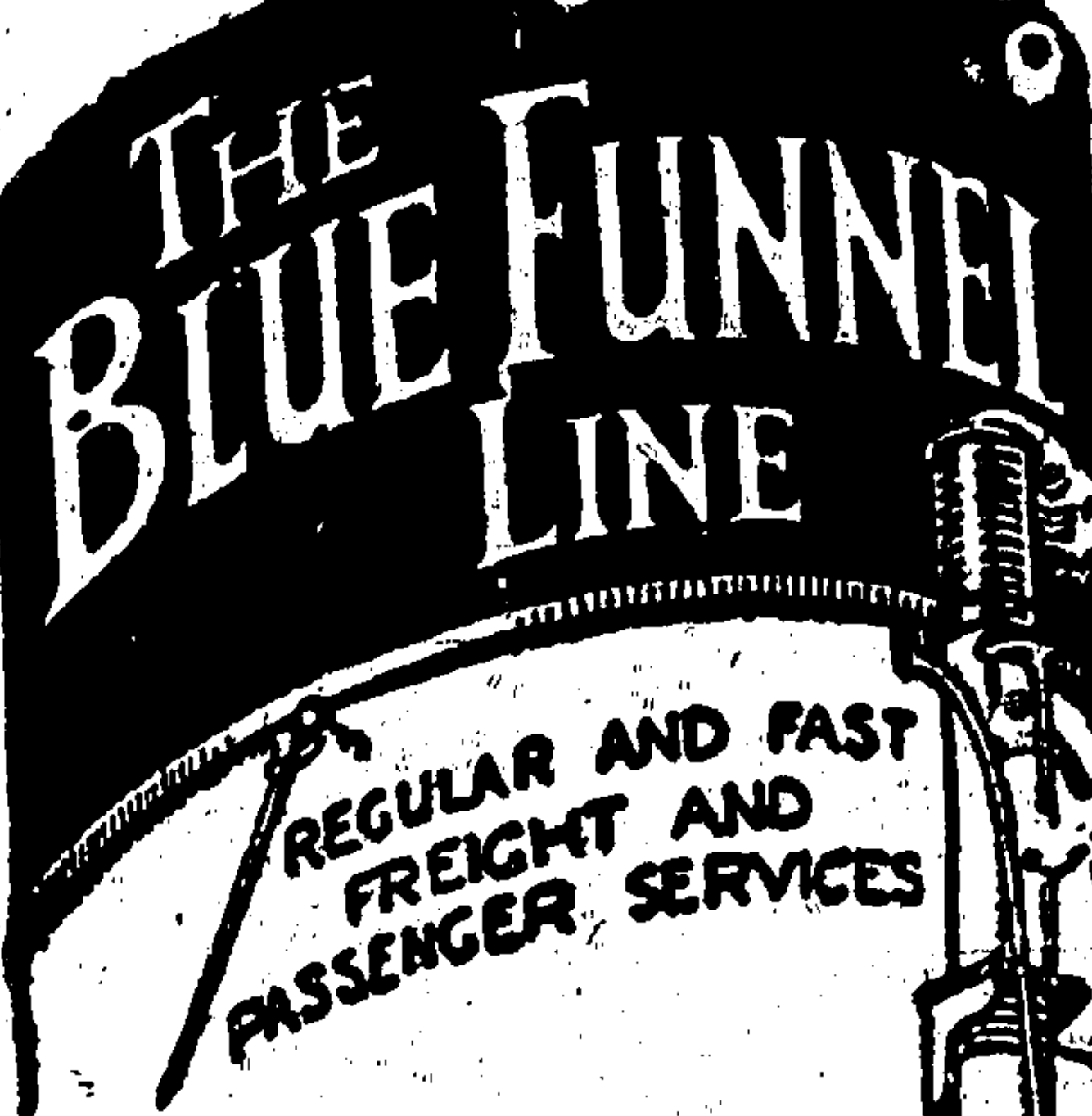
EXCELLENT ACCOMMODATION FOR 12 PASSENGERS.

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AGENTS

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"CALCHAS" Sails 7 AUG., for Casablanca, London, Rotterdam, Hamburg & Hull
"AGAMEMNON" Sails 14 AUG., for Marseilles, London, Rotterdam, Antwerp & Glasgow

LIVERPOOL SERVICE

"LAOMEDON" Sails 28 AUG., for Havre, Liverpool and Southampton

NEW YORK SERVICE

"GLAUCOS" Sails 4 SEPT., for Boston, New York, Philadelphia, Baltimore, Montreal, via Manila, Straits and Suez

PACIFIC SERVICE (via KORE, NAGAYA & YOKOHAMA)

"TYNDAROS" Sails 12 AUG., for Victoria, Vancouver & Seattle

INWARD SERVICE

"GLAUCOS" Due 9 AUG., from New York via Manila
"DIOMEDES" Due 13 AUG., from U.K. via Straits
"PATROCLUS" Due 16 AUG., from U.K. via Straits

Specially reduced fares are quoted for cargo steamers with limited passenger accommodation.

For freight, passage rates and information apply to

Butterfield & Swire,

Agents, 1, Connaught Road, C.

HONG KONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN, Chief Manager.

Hong Kong, 25th February, 1935.

THE BANK OF CANTON, LTD.

Established 1812

HEAD OFFICE: HONG KONG.

Authorized Capital H.K.\$11,000,000
Paid-up Capital 8,655,000
Total Resources 32,170,490

Branches:
CANTON, TOISHAN, SHANGHAI, HANKOW, BANGKOK and SAN FRANCISCO.

London Branches:
LLOYDS BANK, LTD.

Foreign exchange and Banking business of every description transacted.

Current Accounts opened and Fixed Deposits received for One Year or shorter periods at rates which will be quoted on application.

Safe Deposit Boxes (various sizes) for Hire.

LOOK POONG SHAN, Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: LONDON.

Authorized Capital £3,000,000
Subscribed Capital £1,300,000
Paid-up Capital £1,050,000
Reserve Fund and Rest £1,247,530

Directors:
Sir T. S. Catto, Bt., Chairman.
Sir C. A. Innes, K.C.S.I., Deputy
Sir Thomas Smith, Kt., Chairman.
Sir C. C. Barrie, K.B.E.
F. R. Chalmers, Esq.
C. J. Hambro, Esq.
J. M. Byrne, Esq.
W. H. Shefford, Esq.

Branches:
Bombay, Calcutta, Ceylon, Hong Kong, India, Japan, London, Madras, Manila, Mexico, New York, Penang, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Hong Kong Branch:
Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trusts and Executorships undertaken.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

R. KENNEDY, Manager.

Queen's Road Central, Hong Kong, 24th July, 1935.

THE BANK OF CHINA

Reorganized October 28, 1928, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,200.00
Reserve Funds 3,520,503.82

HEAD OFFICE: SHANGHAI.

Hong Kong Branch
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Bank of East Asia, Limited.

Authorized Capital \$10,000,000.00
Paid-up Capital 5,598,500.00
Reserve and Undivided Profits 2,480,000.00

HEAD OFFICE: HONG KONG

No. 10, Des Vieux Road, Central.

Board of Directors:
Sir Shouson Chow, Chairman.
Li Koon Chun, Esq., Li Lan Sang, Esq., P. K. Kwok, Esq., Wong Chun Son, Esq., Wong Yun Tong, Esq., Kan Ying Po, Esq., Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.
Li T. Fong, Esq., Manager.

Branches and Agencies:
Amoy, Canton, Hong Kong, Kobe, London, Lyons, Manila, Mexico, New York, Penang, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

Every description of Banking and Exchange Business transacted. Loans granted on approved securities.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.

Safe Deposit Boxes to Let.

KAN TONG PO, Chief Manager.

JOB PRINTING.

The HONG KONG DAILY PRESS, LTD. wish to inform the

CANTON COMMUNITY that they have recently re-opened their

JOB PRINTING DEPARTMENT.

This Department specializes in all the necessary branches including the compiling and proof-reading of monthly and quarterly publications.

Considerable work is being done for the HONG KONG & SHANGHAI BANKING CORPORATION and other Banks, which includes letterheads, printing, ledger work, special forms, etc., etc.

KORHLER & CO.

19, B.C. Shamoon, Agents.